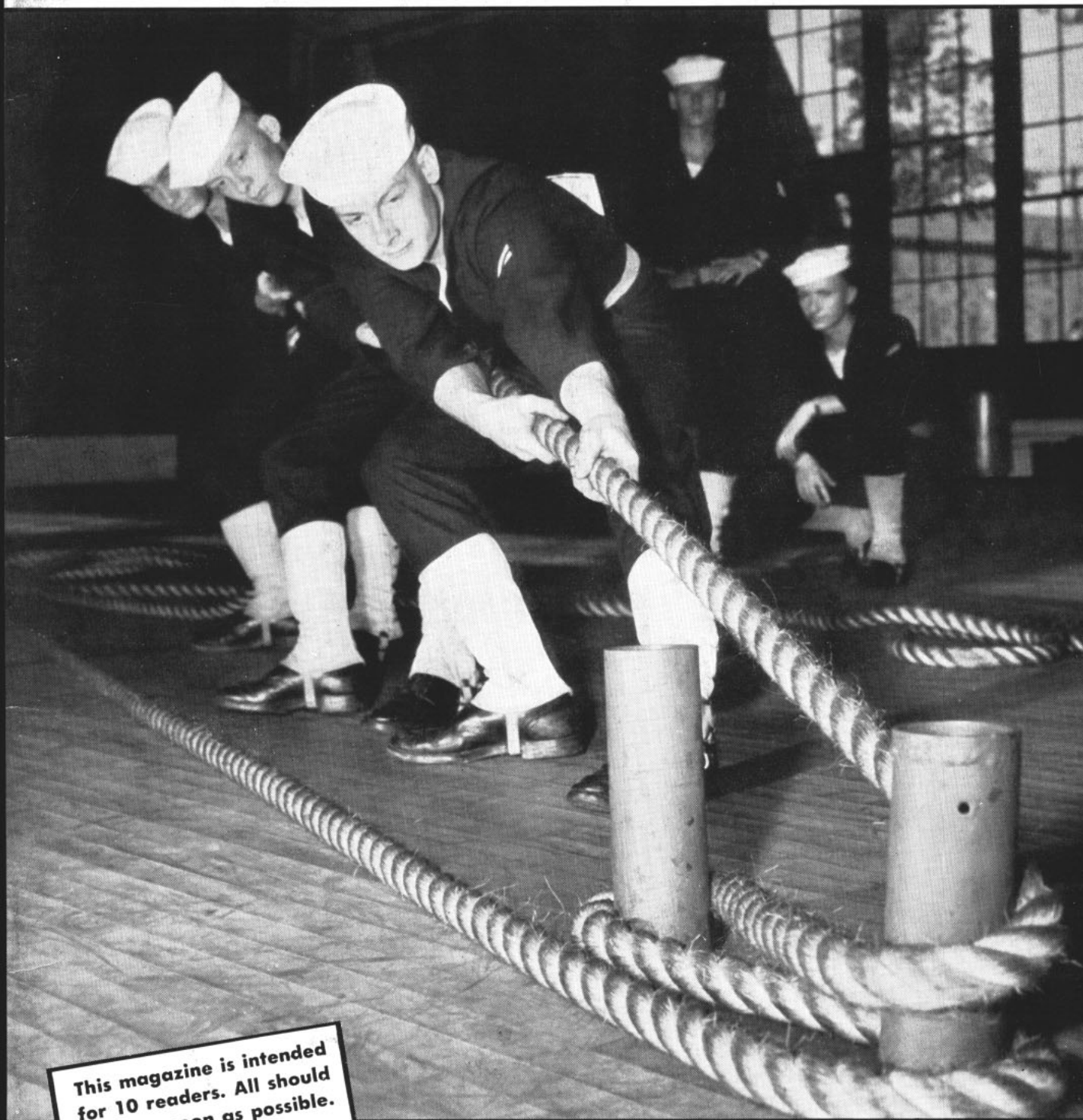


ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



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for 10 readers. All should
see it as soon as possible.
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NAVPERS-O

APRIL 1951



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THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

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Navpers-O

NUMBER 410

LETTER CARRIER

VICE ADMIRAL JOHN W. ROPER, USN
The Chief of Naval Personnel

REAR ADMIRAL FREDERICK W. McMAHON, USN
The Deputy Chief of Naval Personnel

CAPTAIN WILLIAM B. TUCKER, USN
Assistant Chief for Morale Services

Editor: LCDR George Dennis, Jr., USN

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• FRONT COVER: Recruits practice securing a line around bitts at the mock ship layout at NTC Great Lakes, Ill.—Photo by Ralph F. Seghers, PH2, USN.

• AT LEFT: The aircraft carrier USS *Sicily* (CVE 118) enters San Diego Bay on her return from the Korean war zone. Her crew spells out the ship's name on the flight deck.

CREDITS: All photographs published in *All Hands* are official Department of Defense photos unless otherwise designated.



TWO WOUNDED men being treated aboard a hospital ship pass away the time with a game of cards in their bunk.

Hospital Ships: Havens of Healing Afloat

IF SOMEONE should ask you, "What Navy ship has had the hardest-working crew and has done the U.S. the most good since mid-1950?"—what would you say?

Would you talk about an AKA that traveled umpteen million miles, hauling supplies to our distant battle front? Or would you mention a cruiser or a battlegroup that wore out its guns pouring destruction on enemy rail lines?

A carrier? A minesweeper?

What you *should* say is, "A hospital ship. An AH. Probably USS *Consolation* (AH 15)."

After ducking brickbats and old shoes furiously flung by crew members of shooting ships and "dungaree ships," it would be tactful to admit that those ships' jobs are important too. Very important. Even indispensable, if a fight is to be fought.

But, for the kind of struggle we

were engaged in from the summer of last year up to the time this was being written, a modern hospital ship was a wonderful thing to have around. It's a wonderful thing to have around in other kinds of warfare, too, but for Korea, where shore facilities were scarce and evacuation not always easy, the big white havens of healing were a godsend. And *work!* There were entire weeks when *Consolation's* medical department and many other of her crew members hardly knew what it was to rest.

Other hospital ships did their share, too, and some of their person-

nel will insist that they did more. But *Consolation*, the only AH we had in commission on 25 June 1950, when hostilities broke out, is certainly a good case in point.

On 14 July 1950 the long, sleek-hulled *Consolation*, well stocked with medical supplies and carrying a wartime complement of doctors and nurses, sailed south from Norfolk, Va., en route to the Far East. Except for being somewhat undermanned in enlisted medical personnel, the ship was well prepared to meet any task in her field. She had just earned a mark of "Special Credit" in a surprise admiral's inspection, and had won the Battle Efficiency Pennant—a pennant she was ineligible to fly, being a non-combatant ship. Not long before, she had taken part in Operation Portrex in the Caribbean, where realistic drills were held. These drills had resulted in a

**The Big, White Mercy Ships
With the Cross of Red
Are in the War Zone Again**

new casualty-handling system being afterward developed.

Panama, and four short hours of liberty, soon became a memory.

On 29 July, 15 days after leaving Norfolk, *Consolation* was in Oakland, Calif. There the ship's company worked through the night "topping off" medical supplies and taking aboard 240 tons of medical stores for Naval Dispensary, Yokosuka, Japan. When holds and store-rooms could not receive another package, men stacked cargo in empty wards till the ship settled to her highest permissible draft mark.

From Oakland, where there was no liberty at all, *Consolation* proceeded straight to Yokosuka. She unloaded her stores for the Naval Dispensary and proceeded to Pusan.

"Needless to say," one doctor commented afterward, "the local authorities were very glad to see us."

Next day, patients from the forward area began coming aboard. Now the new system of casualty handling, not previously tried in service, proved its value. A check-off board on the pier represented each ward in the ship; numbered tags on numbered hooks on the boards represented the individual bunks. When each patient arrived on the pier, his stretcher received one of the tags. Thus, he was assigned a specific bunk in a specific ward before he ever moved aboard the ship.

Radiomen and boatswain's mates, gentle as nurses, carried burdened stretchers. Three hoists, each capable of bringing aboard a patient every 60 seconds, whisked the wounded to topside, where solicitous hands awaited.

From there, the patients were moved rapidly down elevators and down the wide, gently sloping ladders to the decks below. Some went to their waiting bunks in the wards, others direct to the surgical suite on the second deck. All was calm and quiet. The ship's company worked like an electronic machine, harvesting the benefit of repeated drills. The patients were silently and touchingly grateful that medical care, as good as any in the world, was now at hand.

These were the rugged days for *Consolation* people—the first week and more in Pusan. Each night around midnight a darkened train came in from the front, loaded with new casualties. No advance notice



BEST CARE possible is given casualty cases. Here a nurse stops in her rounds to wash a bedridden patient.

of its arrival was ever received, yet as soon as the train came to a halt patients were moving swiftly aboard the ship.

"I'd heard people speak of 'working day and night,'" a medical officer said, "but those *Consolation* men actually *did* work day and night! Our doctors and nurses had all they could do. They simply worked day and night—days on end."

Then *Consolation* was away from Pusan for three days, taking 280 Army patients to Yokohama and 127 Marines and three Navy patients to

U.S. Naval Dispensary, Naval Base, Yokosuka.

Early the following month, *Consolation* received word to stand by for a possible amphibious operation.

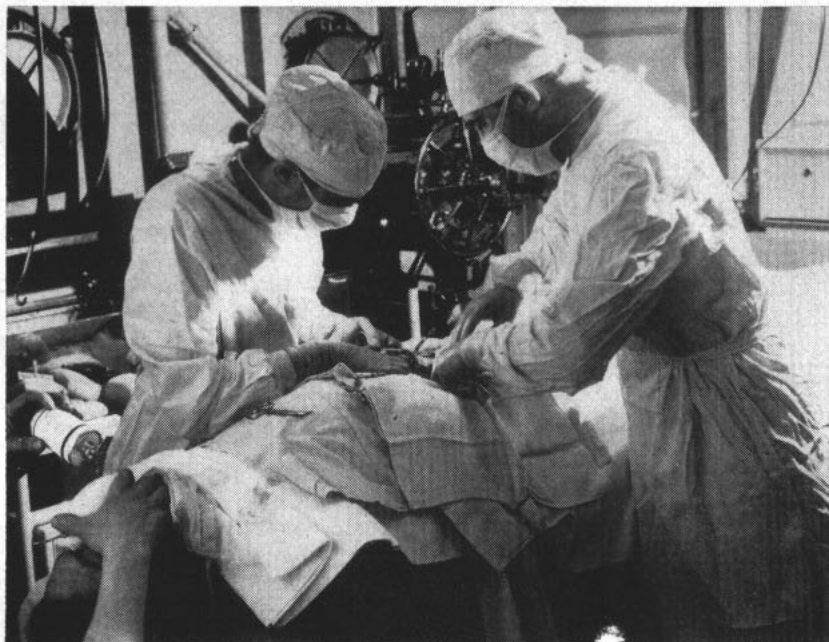
For four fleeting days *Consolation* remained alongside the dock at Yokosuka, and there was rest. Then, at 0600 on 13 September she departed for Inchon, to be at hand for the forthcoming amphibious landings there. Within 15 minutes after the ship dropped her anchor at her assigned location on "D-day plus one," patients were coming aboard.

Later *Consolation* moved up nearer the scene of action to save the wounded the long boat ride out. There, flanked by two U.S. cruisers that were firing 24 hours a day at shore targets, she continued her work. A neurosurgeon and an assistant, found to be greatly needed in the Pusan operation, were now on board on a TAD assignment, laboring with the rest of the staff.

Patients constituted a miniature "League of Nations." Among the American Marines and soldiers there began to appear Australians, a British sailor, Canadians, South Korean soldiers and civilians, a few North Korean soldiers, Japanese civilians, an eight-year-old girl. . . . Because of a lack of interpreters, conversation with the Orientals was very difficult. Even to learn the patients' names was usually impossible. Therefore, the Oriental patients were



A VETERAN of Korea, USS *Repose* (AH 16) made a 30-mile dash through partly cleared minefields off Chinnampo to rescue wounded U.N. soldiers.



MEN IN WHITE perform their necessary tasks swiftly and skillfully below-decks. Surgical suite is located amidships where pitch and roll is at a minimum.

given numbers, which they retained as long as they were aboard.

For a while, a big problem was, "How do we tell a Communist from a friendly Korean?" One day an English-speaking skipper of a South Korean warship came aboard. In company with American doctors he made a tour of the wards, talking with all the Korean patients.

"Ah, here is one of the enemy," he said upon arriving at a certain bunk.

"How do you know?" the Americans asked.

The South Korean naval officer rubbed his hand over the patient's close-cropped noggin. "How do you say it—?" he asked, groping for the English words. "—the gang hair-cut . . .?"

The "crew cut" thereupon became the mark of the North Korean soldier in the eyes of the *Consolation* crew. The South Koreans wear their hair conventional American style. Sick and wounded Communists, incidentally, who found their way aboard received the same medical treatment as other patients.

As time wore on, other hospital ships arrived in the Far East to take their place on the healing team: *uss Haven* (AH 12) and *uss Repose* (AH 16). Out of these ships there began to come stories like the following:

"The sleek 15,000-ton vessel

inched 30 miles through a dangerously shallow channel, took aboard more than 750 wounded UN troops and carried them out safely before they could be trapped by a surprise Communist offensive. The gigantic rescue operation was conducted so smoothly and swiftly it went virtually unnoticed."

Another: "Wounded began pouring aboard ship. We worked around the clock for two and a half days. Our litter hoists and boatswain's chairs lifted wounded aboard without a bobble. We didn't pull out until the ship's wards were filled to the brim."

There was little let-up for the AHs as *Consolation's* first half year in the Navy's front line drew to a close.

Consolation is one of the Navy's five newest hospital ships; one of the group known as the *Haven* class. Besides the three mentioned, this group includes *uss Tranquility* (AH 14) and *uss Sanctuary* (AH 17). *uss Benevolence* (AH 13) was the sixth ship of this class before she sank after a collision off San Francisco last August.

These are the Navy's first hospital ships built from the keel up for a medical career. Earlier ones were designed originally as transports or other types of auxiliaries and later converted to hospital ships.

Quarters for ship's-company medical department personnel are lo-

cated below the waterline, leaving the upper decks free for wards and broad recreation spaces. The usual discomforts of lower-deck quarters are alleviated by complete air-conditioning. The wards and surgical spaces are air conditioned too, of course, as is approximately 95 per cent of the ship's whole interior. Each ward and each air-conditioned compartment has its own thermostatic control. The entire installation is interchangeable among four air-conditioning units, any one of which can carry it alone. Ventilation consists of a separate fan system so that air circulation can still be maintained should the cooling system break down.

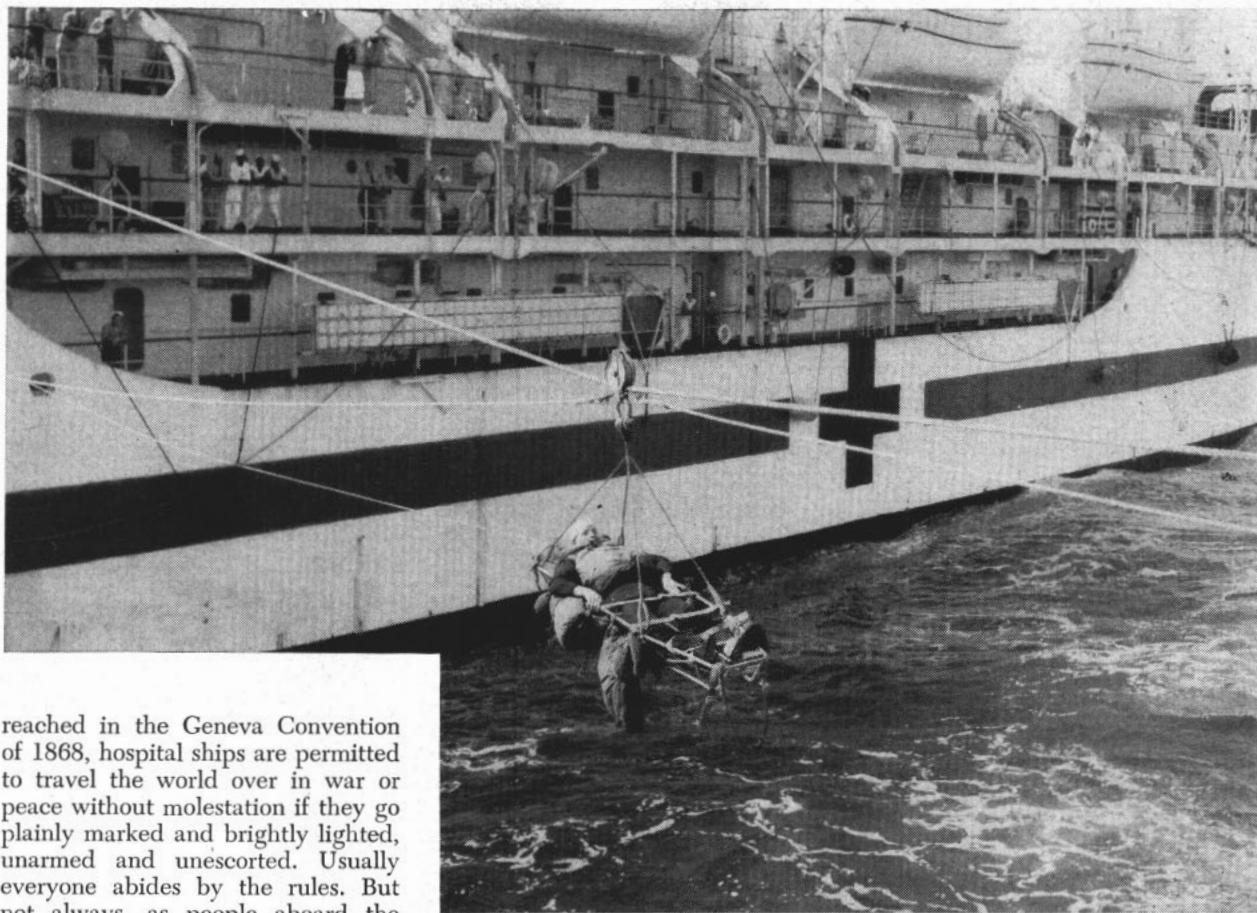
The surgical suite is located amidships on the second deck where movement from pitch and roll is at a minimum. The facilities and the scientific arrangement of the surgical suite are a seagoing doctor's delight, as are such things as the optical shop, the fluoroscopic rooms, the dental clinic, the physiotherapy rooms. In fact, the entire hospital area is felt today to be about as well fitted to promote physical healing and mental welfare as any hospital—afloat or ashore—could be.

A "mechanical cow" aboard these ships can turn out any dairy product from skim milk to whipping cream, and there are facilities for turning a portion of this production into tons of ice cream. Each bunk has a reading lamp and a five-channel radio dial within reach of the patient's hand. For the convalescent, there are games, movies, maybe a glee club, sometimes Red Cross ladies to give instruction in art and leather work.

The ships of the *Haven* class were built late in World War II. Each displaces approximately 15,000 tons. The ships are 520 feet in overall length and 71 feet six inches in beam. They have a cruising radius of some 12,000 miles at a standard speed of 17 and one-half knots. Evaporators in the engineering spaces can turn out 60,000 gallons of water a day, making the AHs valuable for another reason—because they can furnish drinking water to fighters wherever the ships may be.

In 72 wards there are around 800 beds, besides a couple of hundred cots stowed away for emergency use in passageways and other available spaces. There are plenty of lots of things, but no guns.

In accordance with agreements



reached in the Geneva Convention of 1868, hospital ships are permitted to travel the world over in war or peace without molestation if they go plainly marked and brightly lighted, unarmed and unescorted. Usually everyone abides by the rules. But not always, as people aboard the hospital ship *uss Comfort* (AH 6) grimly learned on 29 Apr 1945. A couple of minutes before 2100 that evening, a kamikaze plane came plunging out of the darkness at its bright target. After the plane crashed aboard, *Comfort*, which had been engaged in evacuating wounded from Okinawa, reported 29 killed, 33 seriously wounded, and 100 persons missing. But she was able to proceed to port under her own power.

Hospital ships in the U.S. Navy have as thrilling a history as any other kind of ship. While the big white ones with air-conditioned wards deserve every ounce of credit they get, one shouldn't overlook the little mercy ships and the obscure ones. During World War II, some LSTs became floating medical evacuation stations within minutes after their cargo of tanks rumbled ashore. Tank decks, still blue with the exhaust smoke of motorized equipment, were suddenly filled with the smell of ether as pain-filled minds were curtained with anesthesia. Four of these did much wonderful work in the battle for Iwo Jima, especially during the first 24 hours of the bat-

HIGH LINE is used to transfer a man from a hospital ship to another vessel. Most wounded, however, are taken to the base hospital by the ship itself.

tle. Nevertheless, there were sighs of relief when real hospital ships hove into view.

Then there were *uss Tryon* (APH 1), *uss Pinkney* (APH 2) and *uss Bixey* (APH 3), three big modern wound evacuation transports. These were designed more for taking the sick and wounded to a place of recovery than to serve as hospitals, but they possessed some very good medical facilities. The three did a good job in World War II.

These ships, built on C-2 cargo hulls, were combat ships, and carried deck guns. They moved troops and war materials to the front and brought back patients and other passengers. With only a dozen medical officers, 50 or 60 hospital corpsmen and pharmacist's mates (and no nurses), one of these ships successfully moved more than 1,000 casualties in a single trip.

Although the Geneva Convention put hospital ships into a new category and today's science has put them among the wonders of the



NAVY NURSE comes topside on Relief for breath of air. Haven-class ships carry 30 of these nurses aboard.



TAKING STOCK of the supplies aboard *USS Haven* (AH 12), two nurses check off a list of bottles held by one of the ship's many spacious medicine cabinets.

nautical world, they aren't a modern invention by any means.

Hundreds of years before Christ, the Athenians had a ship named *Therapeia* and the Romans a vessel called *Aesculapius* which are believed to have been used as hospital ships. When the Spanish Armada sailed for England in 1588, there were 85 physicians and surgeons assigned to its hospital ships.

During America's war with Tripoli in 1803 and 1804, Commodore Preble designated a small ketch as a hospital ship. This vessel was *USS Intrepid*, which had served as a French gunboat in the Battle of the Nile and as a pirate ship under the Bashaw of Tripoli. Since the American Navy never had previously possessed a hospital ship, and since *Intrepid* was officially designated as one in 1804, there is no reason not to believe that she was our first. But she probably had little aboard her besides patients that would earn her the name of hospital ship by today's standards.

For a long time, everybody thought that a sidewheel steamer named *Red Rover*, of the Civil War era, was our first hospital ship. While it was proved later that *Red Rover* had no valid claim to that distinction, the ship should be remembered. The man who bossed the job of converting the packet to a floating sickbay had this to say of her facilities on completion:

"The ice box of the steamer holds

300 tons. She has bathrooms, laundry, elevator for the sick from the lower to the upper deck, amputating room, nine different water closets, gauze window blinds to keep cinders and smoke from annoying the sick, two separate kitchens for the sick and the well, a regular corps of nurses . . ."

Hospital ships seem early to have acquired some of the refinements we regard most proudly today—elevators, for instance. But not all floating refuges for the sick and wounded were as comfortable in those days as *Red Rover*. During that era, store ships often served also as hospital ships. There were many of these during the 1880s, and some of them earned excellent reputations for caring for the sick and wounded.

And hospital ships weren't always unarmed. One Civil War unit named *Pawnee* carried two 24-pound howitzers, thirty 50-caliber Remington carbines, thirty 50-caliber Remington pistols and 30 cutlasses.

There is the old story that *USS Relief* (AH 1), sold in 1946, had the largest gun in the Navy aboard—as ballast in her hold. It was said to be an experimental 18-inch superblunderbuss planned originally for a huge battleship. A well known authority on odd facts used this tale in the 15 Jan 1945 issue of his syndicated column. But two years later, exhaustive research sparked by *ALL HANDS* had failed to uncover any such heavyweight ordnance in *Relief's* bilges. Concrete blocks, yes; but no 18-inch gun.—H. O. Austin, JOC, USN.



LITTER BEARERS remove wounded from a hospital ship to rush them to a base hospital. Ships make periodic trips from Korea to deliver casualties.



Selecting Reservists

THESE pictures illustrate how a Reserve officer is ordered to active duty through a series of steps which might be termed "selective assignment."

Here's how the system works. An officer from a destroyer personnel desk at the Bureau of Naval Personnel (upper left) determines that for six destroyers being reactivated he needs six LTJGs for communications officers. He places this order with the LTJG rank desk (upper right) where it is found that three Reserve officers must be called in addition to three from the Regular service.

Hence the order is forwarded to the Officers Qualifications Section where a card is kept on each "available" officer qualified in communications (right, center). Cards are selected from the file and run through a sorting machine (below, right).

Finally, analysts check each card against the officer's actual record and choose the three officers best qualified for the destroyer billets.



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **KOREAN RIBBON**—Navy and Marine Corps personnel who meet the requirements may now wear the newly authorized Korean Service Ribbon.

All who serve on permanent assignment in the Korean area between 27 June 1950 and a terminal date to be announced later are eligible to wear the ribbon. The Korean area includes the territorial limits of Korea and its immediate adjacent waters. Exact limits will be determined later.

Those on temporary duty must have served 30 consecutive or 60 non-consecutive days in the Korean area.

Of United Nations blue, the ribbon has a narrow white stripe at each end and a broader white stripe in



the center. The medal will not be issued until after the present emergency.

A directive amplifying the requirements for the medal, ribbon and engagement stars will soon be out.

• **OVERSEAS TRAVEL**—Although dependents of military personnel and government-employed civilian personnel are permitted to go to Germany, they can no longer actually accompany the serviceman (or civilian) upon whom they are dependent. A shortage of housing in certain sections of Germany has made necessary a priority list.

Under the new system, American dependents will receive overseas travel orders as soon after the supporting member of the household has proceeded to Germany as housing availability will permit. The priority list is maintained by the overseas commander.

• **POWER OF ATTORNEY**—Having granted a general power of attorney to some individual, a man has no legal recourse if it is used unwisely or unscrupulously.

Because of a number of unhappy incidents arising from the granting of powers of attorney, the following advice is given to military and naval personnel who are about to leave the country:

• It is not necessary to establish a power of attorney—"just in case"—before leaving for overseas service. With mail service as prompt and efficient as it is today, there is little reason for granting a power of attorney. However, if there is a valid reason, obtain competent legal advice from a lawyer or legal assistance officer.

• Do not execute a power of attorney unless you have a special reason for doing so. Grant a special power of attorney—one which states specifically what the "attorney-in-fact" is empowered to do.

• Do not use a standardized form unless the need is urgent and legal advice is not available. Standardized forms should be considered a temporary expedient and should be replaced as soon as possible by a document prepared with the assistance of a lawyer or legal assistance officer.

• A standardized general power

Chief Builds a Model Ramp Used in Teaching How to Beach Seaplanes

If you want to see grown-up men apparently playing with wind-up tractors and a toy airplane, drop in at the Naval Examining Center, Norfolk, Va. There's a method in their madness.

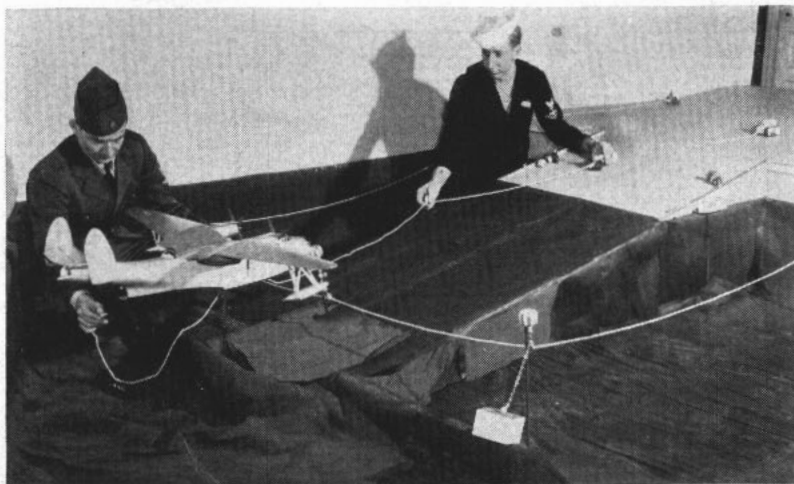
The "toys" consist of a model of a seaplane harbor complete with ramp, a miniature Martin Mariner, tractors, "dollies," two lines, and other beaching and launching gear. All this, thought to be the first large scale model of a seaplane beaching rig, has two purposes. Pictures of the outfit will be used in Navy instruction manuals and examinations. The model itself is used right in the classroom for visual training, taking the place of time-consuming field trips.

Osie H. Gay, ABC, USN, is brain father of the interesting piece of construction. He built it in a large room at the examining center during his spare time at a personal

outlay of about fifteen dollars.

Chief Gay's creative spark first ignited when he recalled that in

13 years of Navy life he had never seen a working scale model of a seaplane docking facility.



NOT A TOY but a scaled-down model of a seaplane beaching ramp, Chief Gay's brainstorm will result in better instruction of Navy's plane handlers.

Two New Technical Courses Open to Hospital Corpsmen

Hospital corpsmen can now enroll in two new courses in neuropsychiatry technique and one in physical medicine technique.

The courses in neuropsychiatry technique are being given at the U.S. Naval Hospital, National Naval Medical Center, Bethesda, Md., and at USNH Oakland, Calif. These courses are four months long.

The physical medicine course, given at USNH San Diego, Calif., is of six months' duration.

Interested personnel may apply to their local command. Quotas for the classes are issued periodically to various districts in the continental limits of the United States.

of attorney is extremely broad in its terms and grants the "attorney-in-fact" the authority to do anything the grantor could do if he were present. A general power of attorney should not be granted unless you have unlimited confidence in the integrity and ability of the person you name as your attorney to conduct and manage your affairs. Whenever possible, you should name some member of your immediate family as your "attorney-in-fact."

- While the laws of many states authorize commissioned officers of the armed forces to take acknowledgments of service personnel, a power of attorney should be acknowledged before a notary public. In addition to the acknowledgment, it is advisable to have three persons witness the execution and sign their names as witnesses.

- Make certain the power of attorney conforms in every respect to the laws of the state in which it will be used.

- Above all, read the instrument carefully to be sure you understand what powers you are granting to your "attorney-in-fact" before you execute it.

- **CAMERA FANS**—Check up on deadlines for getting into the 1951 Interservice Photography Contest, is the advice of BuPers. All groups—Atlantic Fleet Group, Hawaiian Group, and so on—must have Navy semi-finalists in the hands of BuPers

judges by 1 June. The groups will set their own deadlines considerably earlier than that to allow time for the eliminations. Check with your recreation officer.

For a complete roundup of rules and information, see *ALL HANDS*, December 1950, pp. 45 and 46. The directive governing the contest is BuPers Circ. Ltr. 21-51 (NDB, 15 Feb 1951).

- **DEFERMENTS**—Enlisted Reservists with four or more dependents who are ordered to active duty and who desire deferment should apply to their district commandants or to the Chief of Naval Air Reserve Training — whichever is appropriate—within 48 hours.

Current Navy policy is to approve all such requests because the Dependents Assistance Act of 1950, which established basic quarters allowances for enlisted personnel with dependents, does not provide increased allowances for those with more than three dependents.

Reserve officers with four or more dependents, whose return to active duty would cause undue hardship, may apply for deferment within 48 hours after receipt of orders. Officers will not be considered for deferment on the basis of the number of dependents alone, however, but in combination with other hardship factors.

- **INDIANA VETS** — Indiana veterans of World War II have until 30 Apr 1951 to apply for their state bonus.

State law originally required that all claims be filed by 1 Jan 1951. An extension granted by the General Assembly sets midnight 30 Apr 1951 as the final deadline. No further extensions are contemplated.

BuPers Circ. Ltr. No. 19-51 (NDB, 15 Feb 1951) gives the procedures for Navy personnel on active duty to follow in applying for the bonus.

Veterans now residing in Indiana may obtain applications from County Service Officers, the American Legion, Veterans of Foreign Wars, Disabled American Veterans, or the Red Cross. Out-of-state veterans who qualify may obtain forms by writing to the Bonus Division, Indiana Department of Veterans Affairs, 431 North Meridian St., Indianapolis 4, Ind.

HERE'S YOUR NAVY

Although the age of wooden vessels is practically past and ships of steel slash every sea, there's still many a tree destined to end up in the Navy. One of the most essential woods for



shipboard use is *lignum vitae*, an oily, rock-hard wood which is so heavy that a block of it won't float in water. It serves as self-oiling bearings for the stern end of ships' propeller shafts.

★ ★ ★

Teak, that exotic-sounding product of elephant-land, goes into ship's deck planking because it won't swell, splinter, or wear rapidly away. White pine is valuable for patternmakers because



of its working qualities. Boat repairmen like mahogany for planking and white oak to steam-bend for ribs. People who make chart-room instruments lean toward boxwood. It cuts like cheese, but wears like iron for things like these.

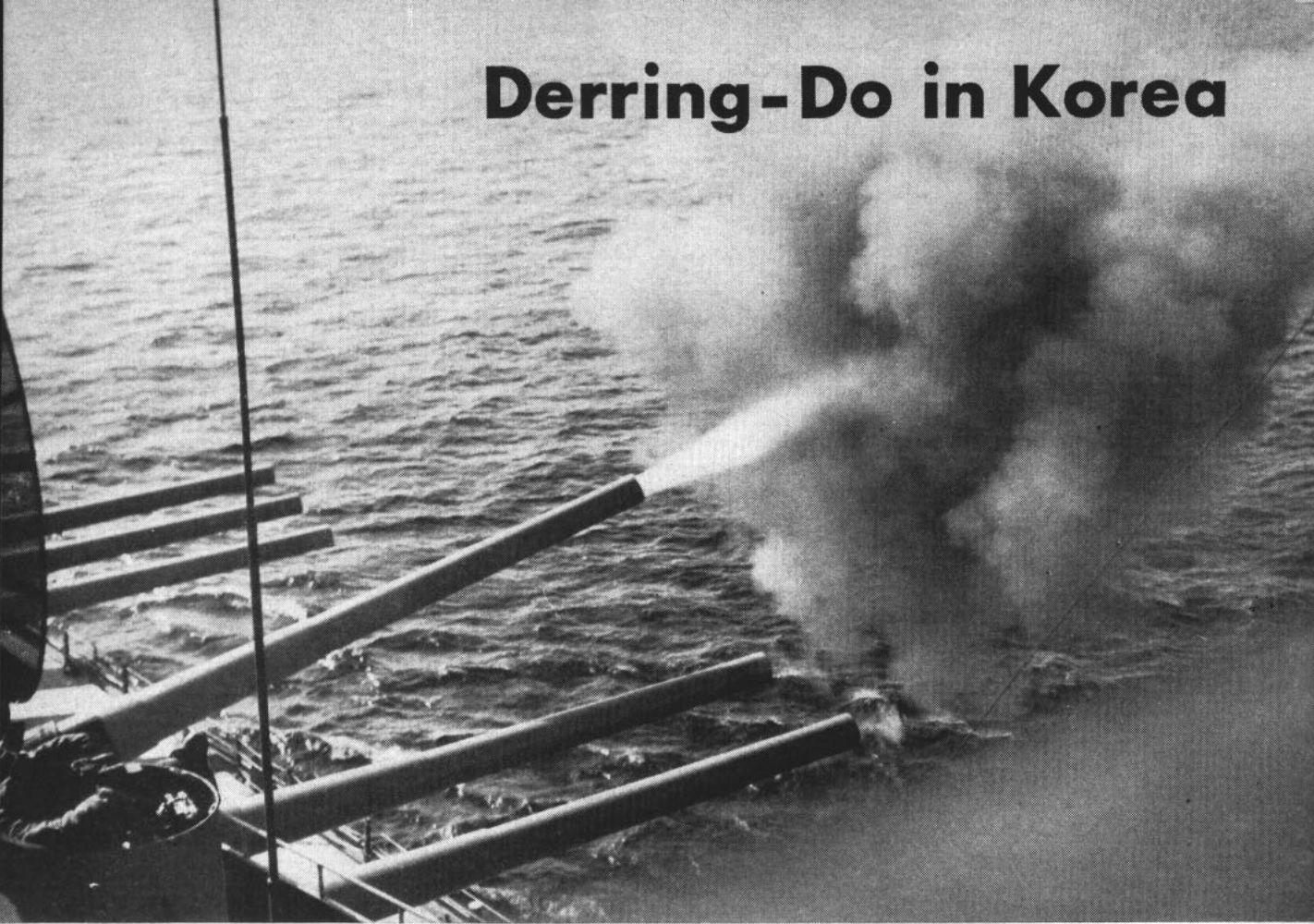
★ ★ ★

If the Navy wants to build some barracks ashore—western red cedar for siding. For recreation—white ash for baseball bats, hard maple for bowling alleys. Happy-hour fans listen



to the sound of a spruce-fronted fiddle. Survivors of a sinking ride the rollers on featherweight balsa. Our ships are miracles in metal, but we can't do without the primitive tree.

Derring-Do in Korea



SMOKE AND FLAME spurt from one of USS *Missouri*'s big 16-inch guns as the ship fires a salvo in support of troops.



ARMING Marine F4U Corsair fighters for a tactical air mission in Korea, deck crew of USS *Badoeng Strait* (CVE 116) readies rockets and napalm bombs.

AS THE FIGHTING continues to rage across the waist of Korea, ground forces press the enemy on all sides, naval vessels breathe fire on his flanks and Navy planes hammer him from the air.

These are the direct actions that make the newspaper headlines. But other action taken by less well-known units often plays an important part in final victory too. The deeds of two such units recently have been recorded.

One is a hard-working gang of brawny Seabees who hurriedly laid down a 400-foot pontoon pier and causeway that enabled amphibious troops and their tanks and equipment to pour ashore at the landing at Inchon.

The other is the crew of a converted LSIL whose unique job it is to control the spread of contagious diseases like the dread typhus among U. N. troops and through the civilian population behind the lines.

The Seabee unit — Amphibious Construction Battalion One — had

been practicing for some months just the kind of job the men found themselves doing at Inchon.

While the outfit was training at Coronado, Calif., back in July, it had been alerted for overseas action. Immediately wheels had begun to hum. A pontoon company of four officers and 127 men and a construction company of two officers and 115 men were assigned to the operation.

Arriving in Japan, the Seabees learned that theirs was one of the key jobs in the forthcoming landings. It was up to them to get the men and equipment ashore and get them there in a hurry.

The "Can Do" boys turned to with a will. Dock sections were knocked together out of the familiar hollow metal pontoons which were used to good advantage at such places as the Solomons and Normandy.

Causeways and barges were loaded "sidecarry" on LSTs and heavy duty cranes, bulldozers and miscellaneous equipment were crammed into the ships' dark insides. Warping tugs and dock sections were linked into long tows for the voyage to the landing beaches.

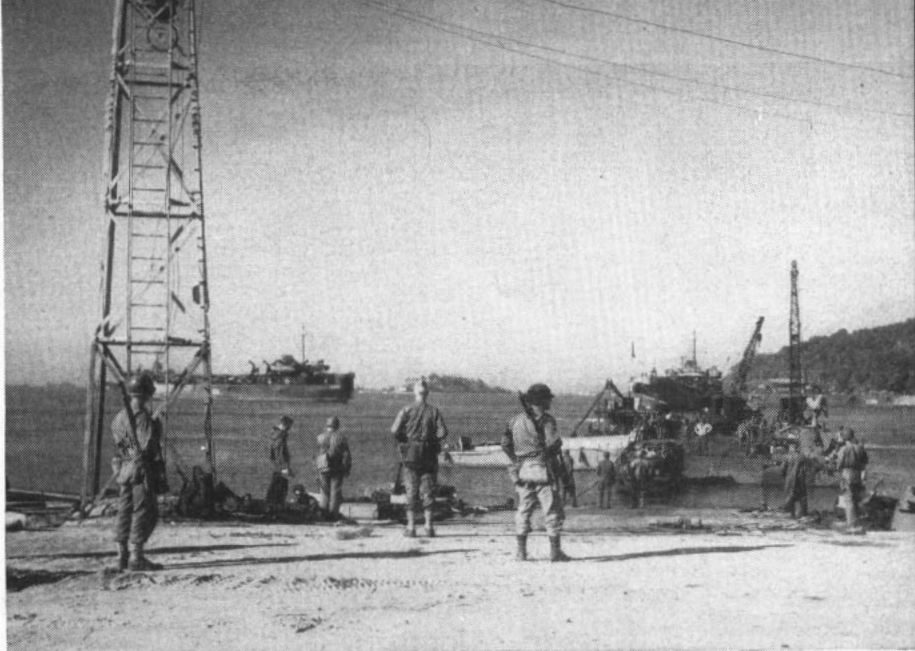
Within eight days, ABC 1 was underway for Inchon. The invasion was on. Ships and planes of the attacking force bombarded, bombed and strafed enemy positions. Then the Marines hit the beach. Soon afterward, the Seabees followed.

Dodging intermittent rifle fire from enemy snipers, they set to work. The job was as tough a one as they had ever tackled. Men not only had to duck unfriendly bullets but also had to strain against a four-knot current and a tremendous thirty-foot tide range which made it difficult to anchor the dock sections.

But finally the last bolt slid home and a steady stream of troops, vehicles, ammunition and supplies was soon flowing from ship to shore in support of the Marines who were already pushing inland.

The pontoon company having done its work, the construction crew now swung into action. A camp was built on Opal Beach. It consisted of 50 tents, a galley, mess hall and head—all erected in eight short hours. Water had to be brought from eight miles away. Chow was mainly "C" rations.

Carpenters set up range towers on Wolmi to guide ships navigating in

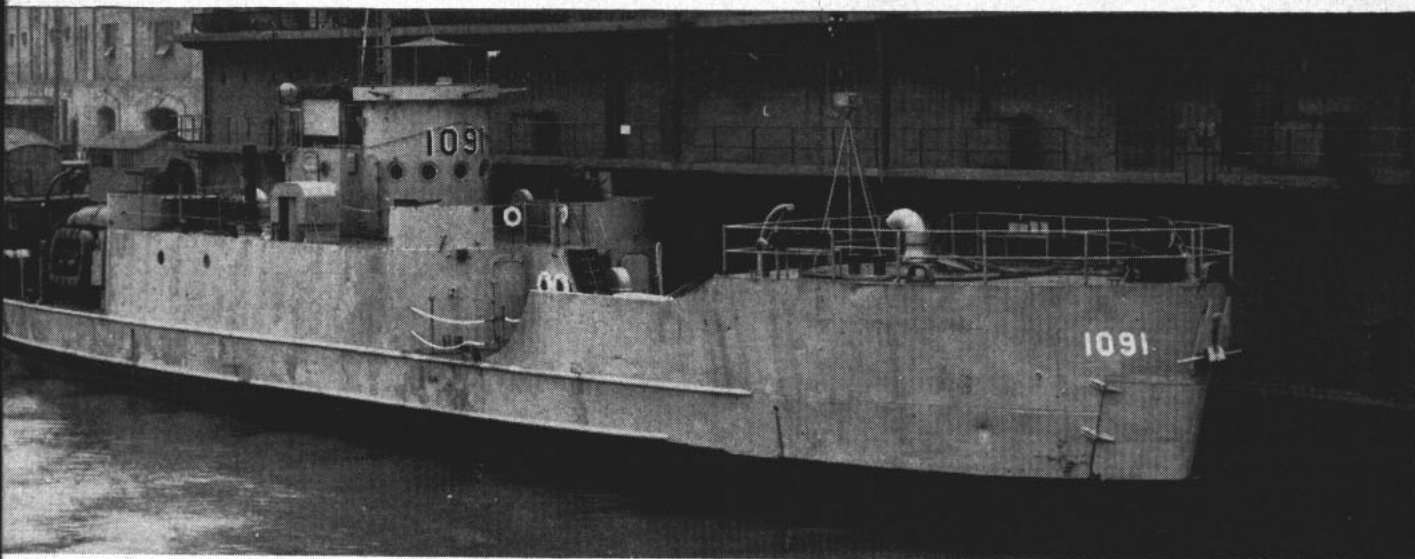


SEABEES set up a pontoon pier at a beach at Inchon. Piers like this one were pre-fabricated in Japan, brought to the landing area on the sides of LSTs.

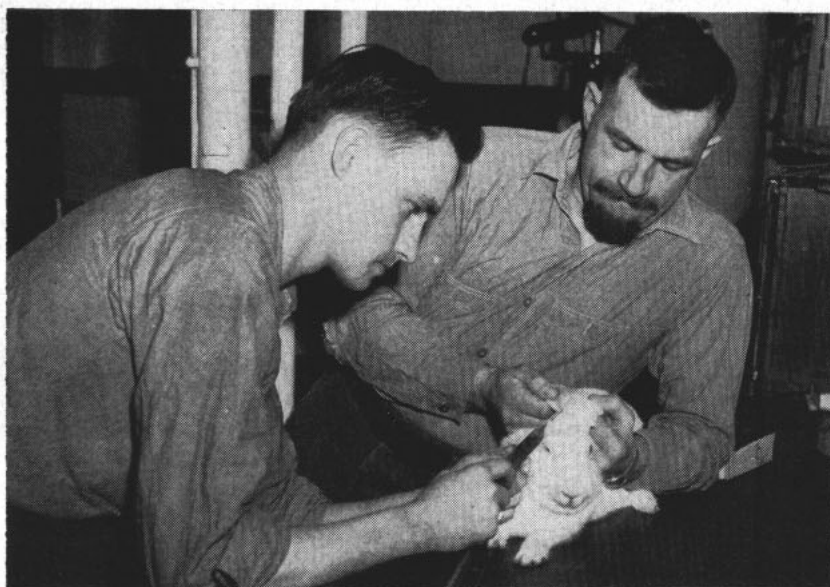


LONG PIER extends far into the water to allow for the 30-ft. rise and fall of tide. Below: Marines unload supplies from an LCVP at a pier at Wolmi Island.

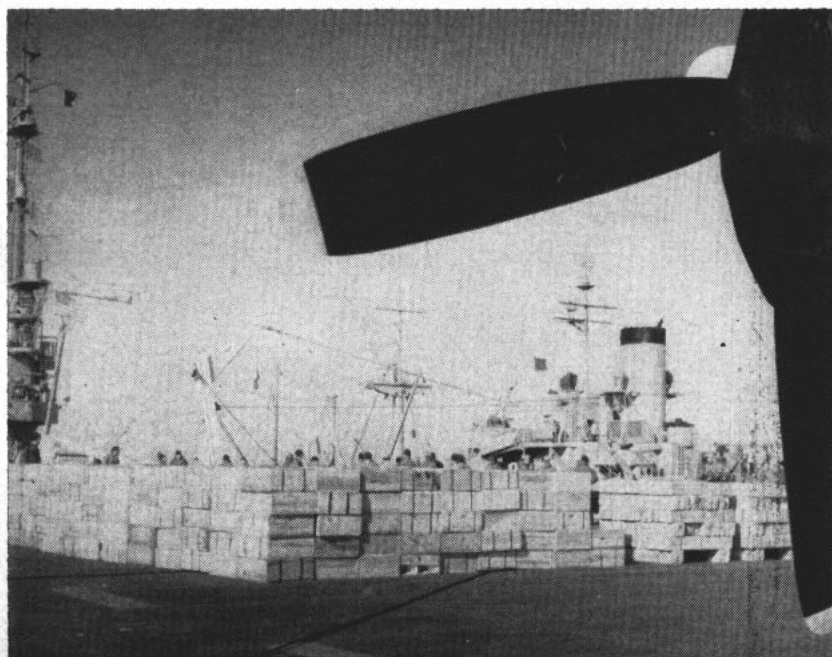




EPIDEMIC CONTROL ship, LSIL 1091, is unique in Navy history—a floating laboratory for the prevention of disease.



CORPSMEN draw blood from ear of rabbit to get serum for disease research on lab ship. Below: A carrier takes on supplies at sea during a lull in fighting.



the strange harbor. Cranes unloaded "ducks" (DUKVs) from shipboard and transferred them to a newly organized supply depot. Electricians put in temporary wiring and even set up a theater which later proved so popular that it had to be expanded to seat 1000 men.

Special burial parties fanned out from Opal Beach to bury the enemy dead. These groups also blasted shut some 75 caves which had shielded North Korean batteries and snipers.

On D-day plus seven, a patrol of six CPOs and four enlisted men with railroad experience volunteered to make a dash inland to try to locate several locomotives. Under sniper fire most of the way, the Navymen succeeded in recapturing no less than eight engines which they proudly highballed back to Inchon.

Only one misfortune marred the escapade. Finding three of the locomotives in a brewery, the Seabees thoughtfully loaded 15 kegs of Korean beer into the cabs. But when they arrived back at camp with the lager, a medic took one look at the brew and declared that it was contaminated.

While the Seabees got the troops ashore, the medics and corpsmen of LSIL 1091 have been fighting the Communist enemy in another way. Their ship, although built to land assault troops and once used for that purpose (at Okinawa), is now a floating epidemic laboratory, seeing action again.

The beach-storming laboratory, an experimental craft, is designed

to move into infested ports or beach-heads and put the kibosh on contagious diseases before they have a chance to spread. It is equipped to handle any known plague, including outbreaks of the deadly typhus fever.

As a matter of fact, fighting typhus is a task which is especially stressed aboard *LSIL 1091* just now. Typhus is difficult to diagnose; the victim's blood must undergo laboratory tests before treatment can be decided upon. Such tests had to be made in Japan, before, but can now be performed aboard the laboratory ship in the war zone. The vessel's contents make up one of the most complete and compact disease research units ever assembled. Even rabbits and white rats are included, to be used in research.

A 26-man team of Navy medical men works aboard the 160-foot craft. The team, entitled Fleet Epidemic Disease Control Unit One, consists of physicians, entomologists, bacteriologists, and sanitation specialists. CO of the unit, Commander Joseph M. Coppoletta, MC, USN, previously headed Epidemic Disease Control Unit Two, a shore-based unit.

Much of the unit's endeavor is in the form of field work ashore. Under the present setup, eight vehicles are sent ahead to any beach or port where disease threatens and where the ship is scheduled to appear. Aboard the vehicles are power sprayers and equipment for digging drainage ditches. The ship itself carries another 45 tons of epidemic control supplies, including large supplies of DDT powder. Field work after the ship arrives includes immunizing the populace, decontaminating the area and collecting specimens for laboratory tests aboard.

Typhus fever, against which the floating lab's work is primarily aimed just now, is such a frightful disease in epidemics that it has at times changed the course of human history. For instance, one outbreak in Russia approximately 30 years ago killed some 3,000,000 people and contributed tragically to the rise of Communism there.

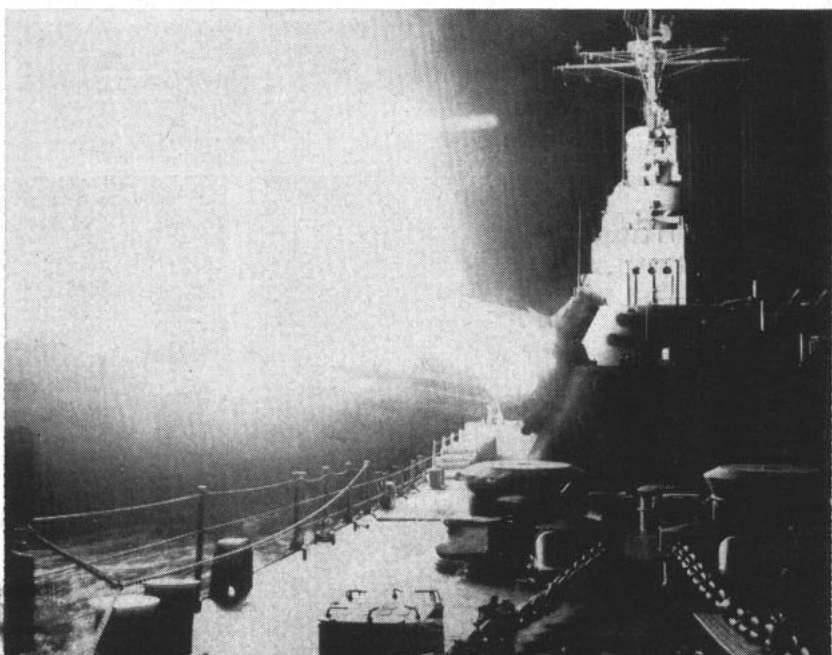
LSIL 1091 has aboard it much top-level medical talent, and one doctor who, in addition to his other skills, can speak Korean. If the present experimental epidemic control laboratory turns out as well as expected, there may be other, larger ones in the Navy in the future.

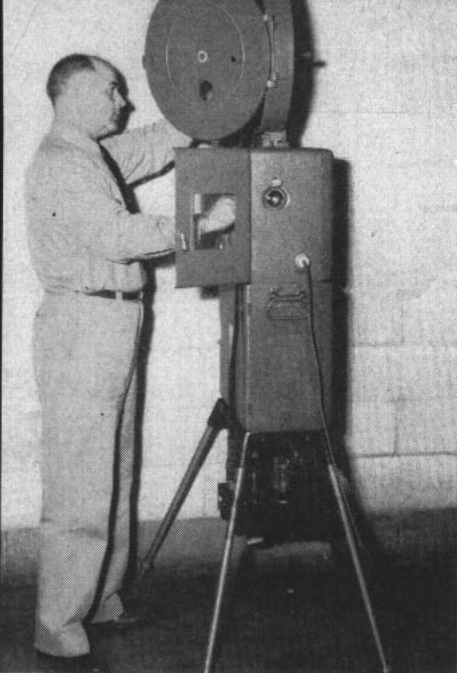


REFUGEES, their bundles and babies strapped to their backs, wait to board *USS Montague* (AKA 98) for transportation to an island off coast of Korea.

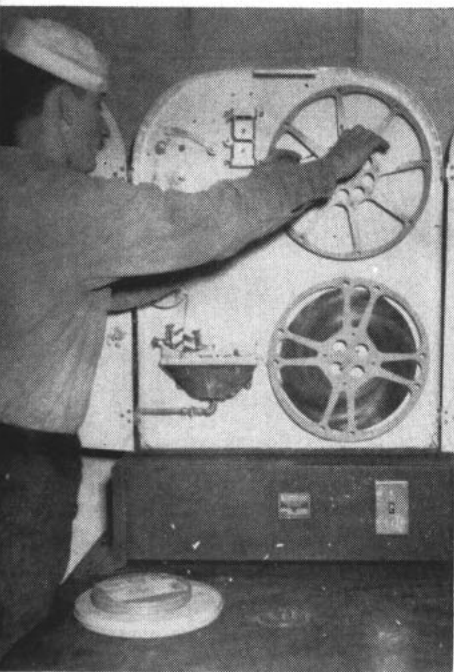


PILOT abandons his ADI-1 Skyraider after he lost power during take-off and crashed overside. Below *USS Manchester* (CL 83) lets loose with a broadside.

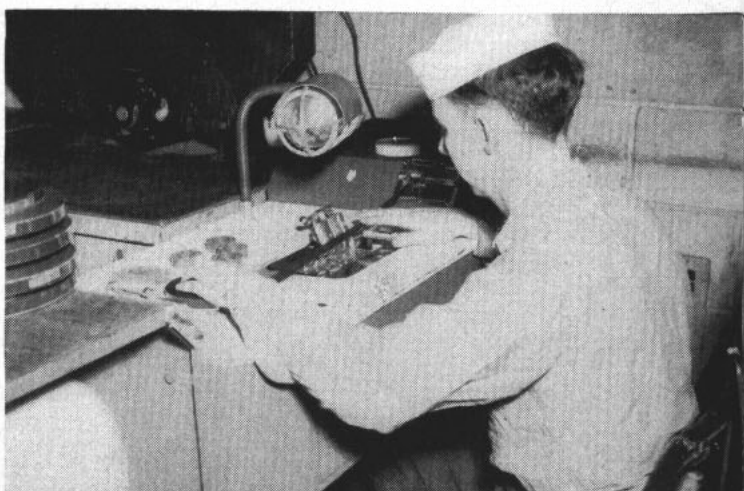
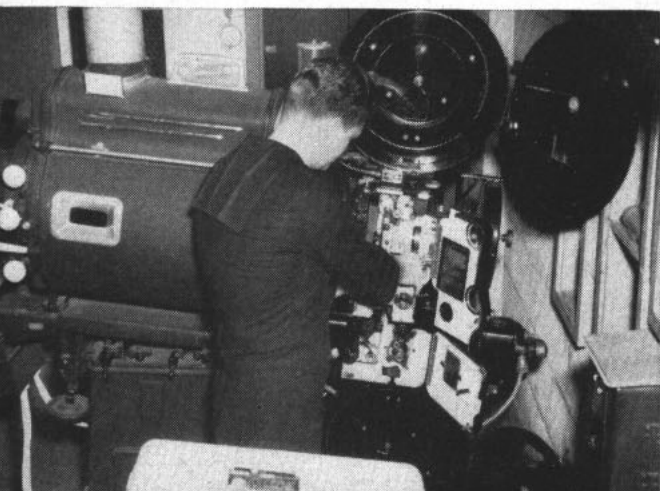




FILM PROJECTOR gets a going over by one of the Exchange's technicians.



CHEMICAL BATH cleans film (above). Below, left: Getting ready for a screening. Right: Splicing film strips together.



They Select the Movies You

ALMOST every evening, around the hour of 1945, a certain bugle call rings out through almost every one of the Navy's ships and stations. It sounds like "*Let's go to the movies!*" And that is what it means.

Every sailor knows that call as well as he knows "chow call" or "pay call"—or almost as well. And just as is the case with the latter two calls, he usually has something to say about the quantity or the quality of the "product" later on.

To take some liberties with a former President's words, "You can please all the people some of the time; you can please some of the people all of the time; but you can't please all of the people all of the time." However, the Navy Motion Picture Exchange, Brooklyn, N. Y., the half-way house in the Hollywood-to-you route, *tries* to.

Although it shows a different movie almost every night, the Navy doesn't take just *any* picture that comes out of Hollywood. Far from it. As the result of a careful process, Navy men get to see the movies that Navy men, in general, like. The mission of the Navy motion picture service is to secure the newest and best movies obtainable within budgetary limitations, for the entertainment of Navy, Marine Corps and Military Sea Transportation Service personnel. In carrying out this task, the exchange maintains contact with the New York offices of all major film companies and most minor ones. The exchange acts as a liaison unit between the film industry and the Chief of Naval Personnel, who in turn represents all the Navy's scattered people.

There are, naturally, a few prob-

lems in connection with the selection of pictures and some of these problems are quite different from those facing a commercial exhibitor. For example, large first run commercial theatres will run a picture for a week or more: they require only about 50 of the best pictures of the year. Many of our ships, on the other hand, show movies practically 365 nights a year with the fewest possible number of repeats. We may as well face the unfortunate truth; the industry just doesn't produce 365 grade "A" pictures a year.

Here is how the choice is nar-

Duty Is Very Good at a Place

Where You Can Go See

A Picture Any Time You Want

rowed down as much as it can be, considering the large number of films required:

When a movie has been completed by a motion picture studio, the studio sends prints to its New York office. One of these prints goes on to the Navy Motion Picture Exchange in Brooklyn, where it is test-screened for its entertainment value to the Navy.

All officers and enlisted men available are always welcome to sit in on test-screenings. Upon completion of the show, they state their opinions about the movie on form cards which are provided. Final decision rests with the officer in charge of the exchange. He, with the aid of the opinion cards, considers whether or not the picture is of sufficient entertainment value to the men of the Fleet

See on the Ships

and whether it is worth the price asked by the producer.

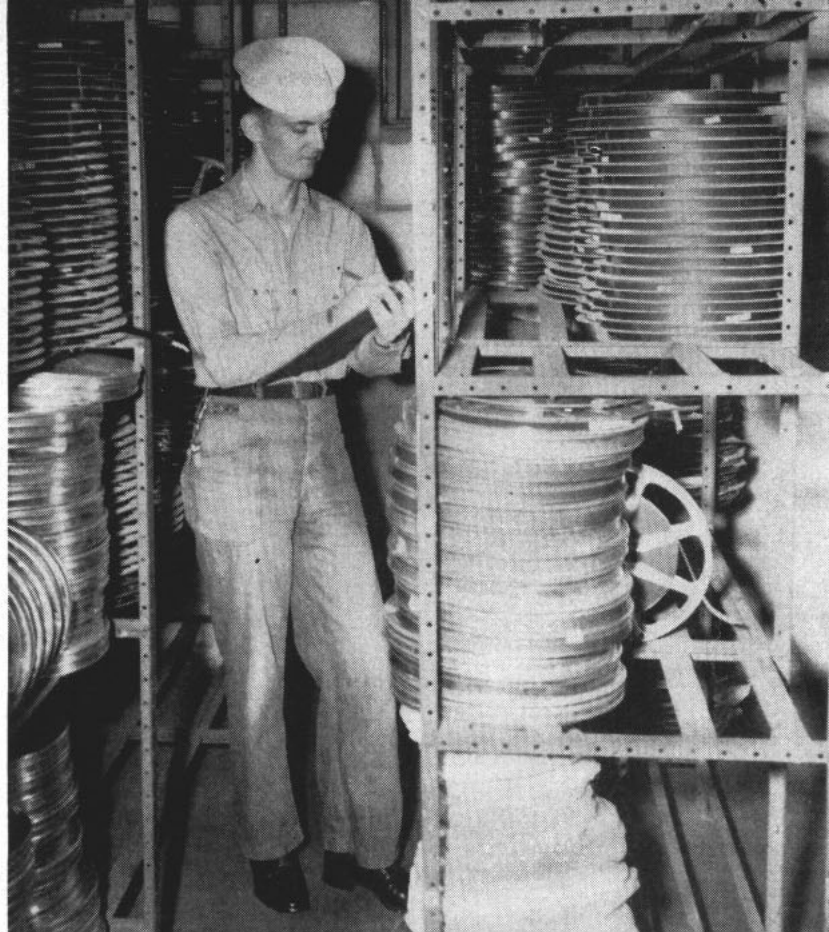
If the officer in charge decides in favor of the picture, the Navy leases it for a period of two years. The exchange issues an order to the New York office of the film company; that company makes 30 prints of the movie and ships them to the exchange for distribution to the Fleet and overseas bases.

Actual processing of the program at the exchange now begins. Sixteen millimeter motion picture film comes in from the film laboratories in lengths varying from 400 to 1,600 feet. When it leaves it will all be in lengths of approximately 1,600 feet. But at the moment it is far from being ready to leave.

Technicians carefully inspect all incoming film for quantity, upon receipt.

They assemble one print of the picture and test-screen it for defects in filming or sound quality. If they find it satisfactory, they send it to the mounting room for consolidation into a Navy motion picture program. There the film is inspected for scratches and torn or strained sprocket holes. It is measured for length in feet and mounted on reels. Leaders, trailers and reel bands are then attached. This process is known as "mounting," and is done on electrically operated machines for quick assembly.

Average running time of a Navy program is 96 minutes. As not all feature pictures run that long, it is sometimes necessary to include one or two short subjects. When the feature and the "shorts," if any, have been combined, the Navy motion picture program is complete and is



TAKING INVENTORY of prints, a storekeeper checks a rack at the Exchange. Rapid screening and distribution results in a variety of fare for the Fleet.

given a program number for ready identification.

In addition to the program number, a numerical designator goes on each reel container and into each report book. These designators indicate the area in which the print is to be exhibited. For instance, the program bearing the designator "40" would be shown in the Atlantic area, while a "20" designator indicates Pacific exhibition. The 30 prints of the program, complete with program numbers and designators, are now

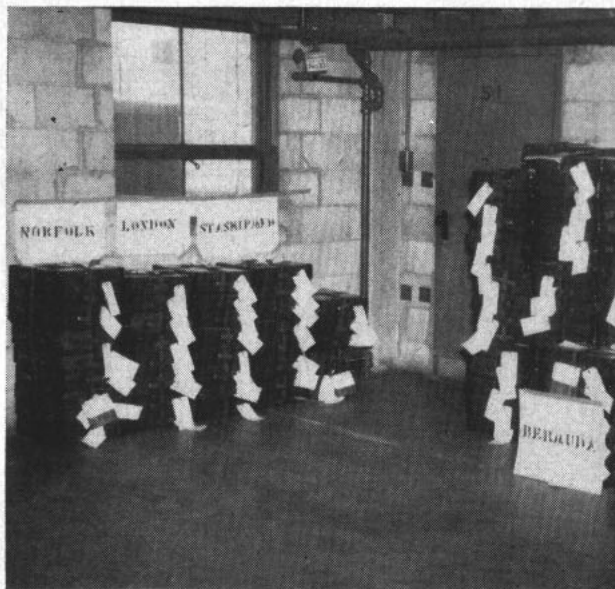
ready for distribution around the world.

Distribution begins in the shipping room of the exchange. There, men make up cases and stencil them. They check once more to insure that the proper reels are in each case and that proper program numbers and designators are stenciled thereon. They seal the cases, attach shipping tags, and send the films out via air, sea, rail and highway to their respective destinations.

Every item on earth will, in time,

STRAPPING UP the cases of film into bundles for shipping. Right: Several evenings of fun goes into an awaiting truck.





READY TO GO, films are stacked according to area. Right: Men unload bundles which will be reloaded into a plane.

become damaged or worn. Navy film is no exception. A print may be damaged through accident or negligence; it may be lost overboard or burned, or any one of several other damaging things can happen to it.

Minor repairs to films are made at any of the 35 motion picture exchanges which the Navy maintains. However, when a print is damaged beyond local repair, a report of the matter is made via appropriate channels, with the cognizant Service Force commander determining whether the print is to be withdrawn from circulation, or repaired. Perhaps only a small part of the print is damaged "beyond local repair."

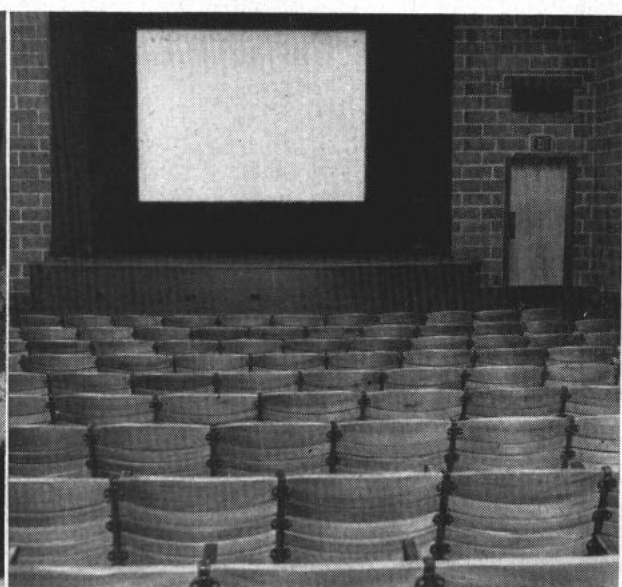
In that case, a replacement is supplied by the Brooklyn exchange.

Upon expiration of the two-year lease period, all prints of a particular program go back to Brooklyn for processing and for return to the civilian distributor. By this time, most Navy sailors have seen the picture.

Some people will have seen the picture more than once, because of transfers or other reasons. None, however, will have seen it as many times as the operators of the exchange in Brooklyn. There it was screened upon being made available for selection to the Navy, upon purchase, and every time it came in for repair or replacement.

Funds for procuring, distributing and repairing entertainment motion pictures are provided by BuPers. The total amount spent by the Navy for this purpose in 1950 exceeded three million dollars.

This is the way a movie print gets from Hollywood to your ship and back again. In an organization as large as the U. S. Navy one movie can seldom satisfy the taste of all critics. But the Bureau of Naval Personnel, through its Brooklyn central exchange and the branch exchanges, is trying to bring you what you want in the way of film entertainment.—W. J. Tartarilla, YN2, USN.



MOVIES RETURN to the Exchange in metal containers when lease expires. Right: The auditorium at Brooklyn.

Napalm Jelly Bombs Prove a Blazing Success in Korea

OUT OF THE Korean skies hurtles a carrier-based plane, whistling in the crisp winter air. As it pulls up, a fat container detaches itself and plummets to the ground.

Where it strikes an immense ball of flame springs up, burning white-hot as visible waves of heat roll skyward. For half a minute the livid mass rages, burning itself out almost as suddenly as it started.

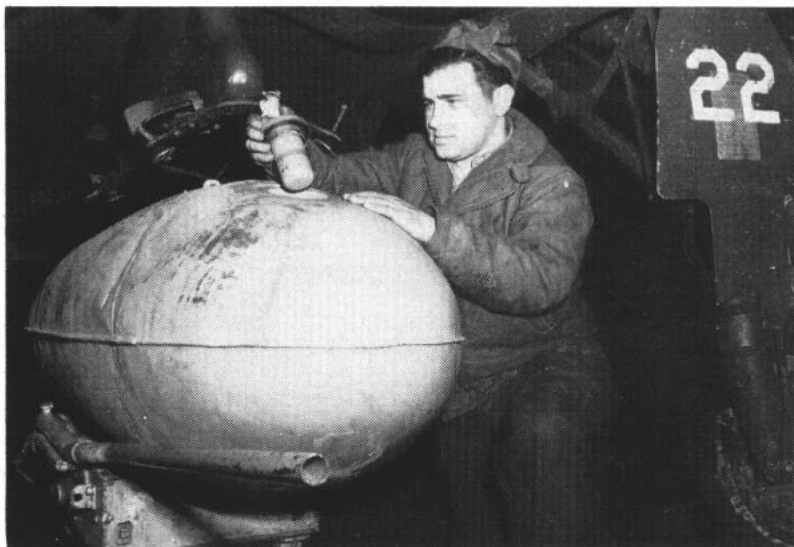
Long afterward, individual flames flicker here and there in the area. A long plume of mixed black and white smoke rises skyward as the blackened earth cools.

That's how napalm works.

If you were to ask Communist troops in Korea which weapons they most fear, the majority would say napalm. They can't get away from the jellied gasoline. It reaches into corners and foxholes beyond the reach of bombardment shells, mortar fire and bullets, burning fiercely at a temperature of 3,000° for 30 seconds.

If enemy troops are lucky enough to avoid contact with it, they might not live through the attack anyway. Burning napalm consumes such large amounts of oxygen that many enemy bodies have been found dead of suffocation. Even armored tanks are not often secure, because the flames enter vent ports to either burn up the oxygen or set off the ammunition.

This fiery terror of the Korean conflict is a simple weapon. Its metal container is generally a bat-



INSERTING FUSE, Navy ordnanceman readies jelly bomb for use. Bomb will be attached under the wing of a Corsair and dropped by it on an enemy.

tered belly tank of little further use on planes. Napalm itself is a simple mixture of aviation gasoline and a jell substance.

There's no long assembly line at the factory, and no long supply line to the carrier. Napalm is concocted on board by crewmen who mix and stir the gasoline and jell, then pour it into the 110- or 256-gallon tanks. After four hours of setting, it's ready. A simple fuse or phosphorus relay is screwed into the tank's gas lead and the completed bomb is ready.

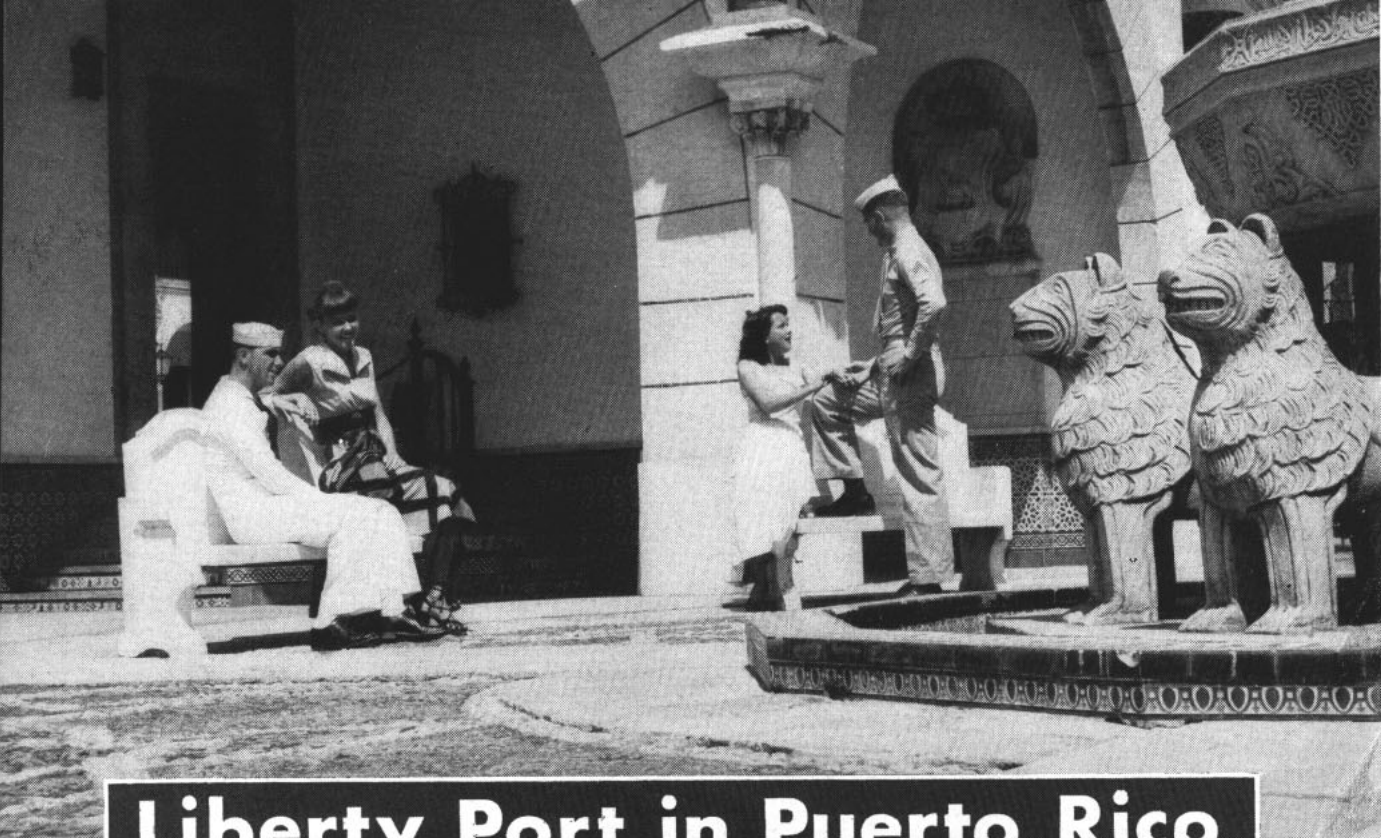
Napalm was developed in the last war to burn off the heavy fo-

liage that provided natural cover for Japanese troops on Pacific islands and atolls. When the Marines invaded Tinian, press communiques mentioned a new weapon which "scourged and burned out" heavy tropical concealment and greatly hastened the island's capture.

Liquid fire is actually nothing new. The Greeks drove off invaders with a mixture of naphtha, sulphur, pitch and charcoal—"Greek fire"—and bas reliefs dating back to the heyday of the Assyrians show them roasting an enemy with similar stuff.



BEHIND THE LINES in Korea, Air Force tests the effectiveness of a napalm bomb on a captured T-34 tank. Left: Bomb, dropped from an F80 jet (circle), hits a blaze of flame and skids toward the tank. Right: Scratch one enemy tank.



Liberty Port in Puerto Rico

AS LIBERTY ports go, San Juan, the capital of Puerto Rico, ranks near the top of the list.

A city of contrasts, San Juan is a combination of recent American influence and centuries of Spanish tradition. Many of the city's old folks still speak Spanish while the kids learn English in their modern schools. The face of the city reflects the growth of trade and industry but its most famous landmark, Castle El

Morro, guardian of the harbor entrance, remains unchanged.

San Juan is named for Juan Ponce de Leon, an adventurer who came with Columbus on his second voyage and stayed to become Puerto Rico's first governor. The city is located on a small island off Puerto Rico's northern coast, an island which points like a finger into the blue Caribbean.

Wandering along the city streets, a Navyman can see the homes made



LUCKY LADS Walter Bowen, SN, USN, and Sgt. Joseph Ferguson, USMC, stroll



of different colored plaster ranged along narrow, winding, uneven streets of glazed brick.

From San Juan's docks, sugar, tobacco, grapefruit, oranges, coffee and cacao are loaded for shipping.

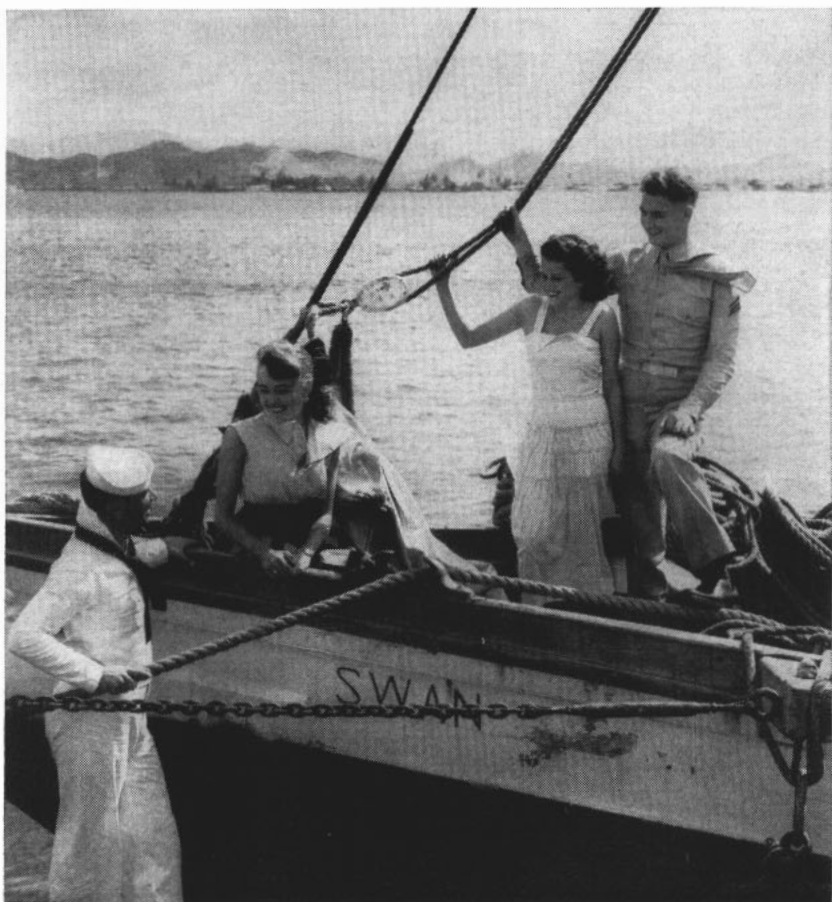
The shopping here is good. Puerto Ricans are proud of their handwoven clothing and fine needlework, and there is nothing more relaxing than a taste of good Puerto Rican refreshment and a freshly made cigar.



with companions up street of the old city. Left: Girls accept orchids from escorts.



CITY'S SIGHTS are viewed by visitors. Above: San Juan's ample harbor seen from roof-top restaurant. Left: Morro Castle. Below: A Caribbean schooner.



SERVICESCOPE

Brief news items about other branches of the armed services

* * *

HARD-HITTING RANGER infantry companies undergo rugged training to prepare them for their hit and run, knock-out tactics.

Trained at Fort Benning, Ga., an Army Ranger company consists of a headquarters and three rifle platoons. Each platoon is divided into a headquarters unit and three rifle squads.

Organized for rapid movement and brief, decisive encounters, the Rangers use automatic weapons with emphasis on firepower and mobility. The 3.5-inch rocket launcher, .30-caliber machine gun, 57-mm. recoilless rifle and the 60-mm. mortar provide heavy destructive fire and yet can be transported without use of vehicles.

Rangers are trained to make parachute or amphibious landings and are capable of carrying out prolonged missions behind enemy lines. They are sometimes supported by tactical aircraft, artillery and naval gunfire.

Whether their objective is a command post or artillery position, a rear area headquarters or an observation post, they work swiftly, skillfully—wreaking their damage, confusing, delaying and generally disrupting the enemy's operations.

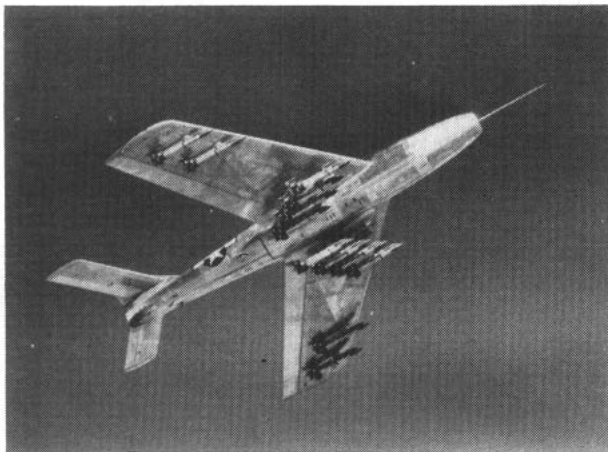
Staffed by carefully selected volunteers, including officers below the rank of captain and enlisted men of any grade, Rangers must meet the physical qualifications for parachute duty, score at least 200 points on the physical fitness test and be under 36 years' of age.

* * *

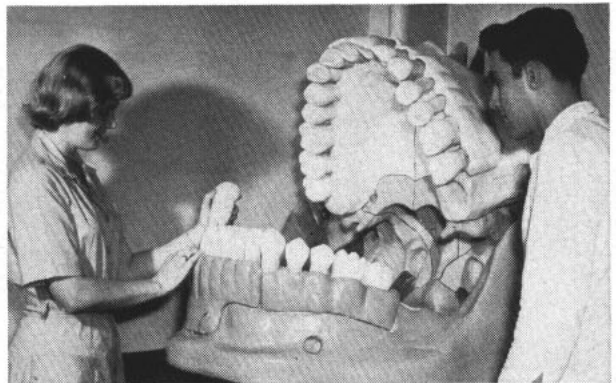
A **NEW SWEEP-WING FIGHTER-BOMBER** with greater armament, increased versatility, will soon go into mass production for the Air Force.

The Republic F84F was first tested with a J-35 jet engine, rated at 5,200 pounds of thrust. Installation of a British-designed, axial-flow "Sapphire" jet—designated J-65 and rated at 7,200 pounds of thrust—is expected to improve the aircraft's take-off, rate of climb and speed.

As a fighter, the F84F can travel at very high speeds and accomplish long range missions. As a ground support plane, it carries more armament than its sister



NEW THUNDERJET makes use of a British engine for greater speed, packs more punch than F84E now in Korea.



HUGE MODEL mouth is examined by WAC trainee at Army's medical university, Fort Sam Houston, Texas.

model, the F84E, which has been used successfully in Korean operations.

Tests of the F84F were conducted at Edwards Air Force Base, Muroc, Calif.

* * *

A **NEW TYPE STAINLESS STEEL BONE PIN**, almost as thick as a man's little finger, may eliminate the need for casts in the treatment of broken leg bones.

Successfully tested in the Tokyo Army Hospital, this "intramedullary bone pin" speeds up the growth of new bone tissue and prevents the stiffness of joints and muscular atrophy often resulting from immobilization in casts.

Patients are now able to walk and care for themselves much earlier. This is not only good for morale but enables the Army to utilize more fully its medical manpower and hospital space.

The device is inserted through the end of a broken thigh bone into and along most of the length of the marrow cavity. Except for the upper end, the new pin is completely inside the bone. The lower end is held fast by the solid bone at the base of the femur or large thigh bone. After the fracture heals, an incision is made and the pin is withdrawn.

Used only in connection with thigh bone breaks, Army doctors plan to test the new pin in healing fractures of the lower leg.

Further investigation will be needed before the pin becomes standard equipment. Successful tests indicate, however, that it will probably replace the old-type pin which was attached to the outside of the bone, extending several inches above and below the break, and fastened at each end with a clamp.

* * *

THE **TRADITIONAL LARGE CHEVRONS**, in use at the end of World War II, will again be seen on the arms of Army non-commissioned officers.

For the past five years the Army has used two types of chevrons—designating men as "service" or "line" NCOs.

Reverting to the old system is not only expected to ease the supply problem but will eliminate the need for non-coms to change "stripes" when transferring from one type of organization to another.

The gold overseas bars—which also became a memory



WOUNDED VETS from Korea in Washington, D.C. get friendly attention (left) and soon move around on crutches.

after World War II—are being pressed into service once more. Army personnel will be entitled to wear one bar for each six months' service in Korea.

★ ★ ★

NEW ARMY FATIGUES—GI's eventually will be wearing sateen fatigue clothing as the results of tests by the Army's Quartermaster Corps in collaboration with the nation's textile industry.

The new sateen material has a wearing quality almost twice that of herringbone twill, the less glamorous cloth now being used. The so-called "reverse side" of the sateen was found to have the greatest resistance to abrasion.

While QMC plans to purchase 15,000,000 yards of the sateen in the next few months, the new coats and trousers will not be issued until present stocks of the herringbone twill uniforms are depleted.

★ ★ ★

THE ANNUAL INTERNATIONAL ICE PATROL conducted by the U.S. Coast Guard is again in progress, following pre-season ice reconnaissance flights that began in January.

This year's patrol involves three Coast Guard vessels and two planes. The ships are the oceanographic vessel

uscg *Evergreen* (WAGL 295), the seagoing tug uscg *Acushnet* (WAT 167) and the cutter uscg *Androscoggin* (WPG 68). Two long-range bombers classed by the Coast Guard as PB1Gs are operating out of the patrol's Argentia base. *Evergreen* was scheduled to leave Boston for the north on 15 March; *Acushnet* and *Androscoggin* were to stand by at that time in Portland, Me., and Miami, Fla., respectively.

The yearly springtime patrol of north Atlantic sea lanes has been conducted, except for some war periods, for almost 40 years. An international agreement calling for such a patrol came into being soon after the American liner *Titanic* struck a berg and sank, in 1912. That same year, two U.S. Navy scout cruisers, uss *Seneca* and uss *Miami*, performed patrolling duties in ice-prone areas.

For many years the U.S. Coast Guard has provided three ships to make up the patrol. Other nations have contributed toward paying the expenses involved. Patrolling begins in the early spring, after reconnaissance reveals that icebergs are beginning to break off the great arctic ice cap. It continues up to the first part of July, or until all danger of icebergs in ship lanes is past.

In addition to patrol work, the 180-foot *Evergreen* is slated at present to conduct oceanographic surveys.



ICE PATROL—A Coast Guard officer scrutinizes iceberg at close range. Right: *Acushnet* is dwarfed by a mighty floe.



Schools for Shutterbugs



PHOTO BUGS work in their new, air-conditioned projection print room. Below: Wave trainee at NATTU, Pensacola, gets set to snap a close-up portrait photo.



THE NAVY's photographic schools at Pensacola, Fla., have moved into new, up-to-date quarters.

Formerly housed in two well-worn buildings at the Naval Air Station, the schools have been transferred to an airy, well-lighted structure, once part of the Army's nearby Fort Barrancas, now part of NAS.

Into its new building—which is the hub of Fleet photo training—the Navy has put some of the finest photographic processing equipment to be had: projection printers, contact printing equipment, tanks, sinks, washers and driers.

One unique feature is "light-trap" doors leading to the darkrooms. Essentially, these are blacked-out revolving doors which can be folded back out of the way in case of emergency.

Another is a 34-foot submarine periscope which sticks up through the roof and looks out on Pensacola Bay. Trainees use the big eye to simulate shooting photos through the periscope of an actual submarine.

In their all-purpose building, trainees in the Class A and Class B schools for photographer's mate and aviation photographer's mates occupy the basement and first deck. Those in the Class C schools for camera repairmen and motion picture cameramen occupy the second and third decks.

This move into new quarters em-



DARKROOMS at the photo schools provide each man with an individual place to work. Equipment is some of the best.

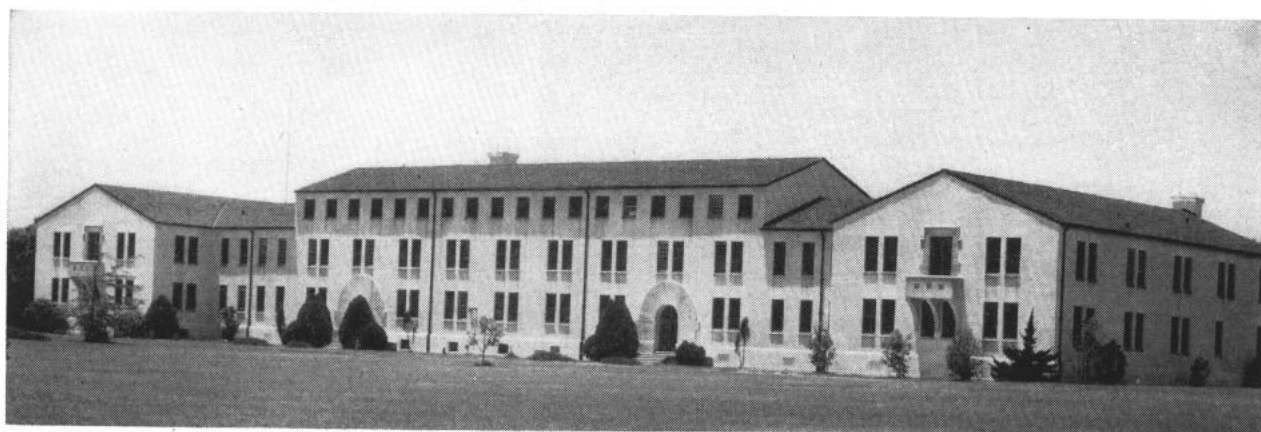
phasizes the increased importance of photography in a modern navy. Although little used before World War II, photo techniques soon showed their value, especially aerial photography and its twin function, photo-interpretation.

Skilled photo-interpretation coupled with imaginative shooting by aerial shutter snappers resulted frequently in the determination of the size of enemy forces, location of enemy ships, spotting of docks and reefs as well as the pattern of gun emplacements and beach defenses.

To keep up with the expanded uses for photography, the Navy schools during World War II turned out more than 5,000 trained enlisted men as well as 350 photo-specialist officers and 350 photo-skilled aviators.



SCANNING newly developed negative, trainees hold it to light. At schools, trainees are encouraged to take their own pictures, print them in off hours.



NEW HOME for the Fleet's Class A, B and C photo schools is this building on the grounds of Fort Barrancas.

The War Against

THAT CONSTANT companion of man, the microbe, has more than met his match in the painstaking scientists who work in the world's only germ-free laboratory at the University of Notre Dame.

There the microbe has been liquidated. Completely. *Kaput!*

If you think this has been no difficult job, you have no appreciation for the tenacity of the little critters. Billions of bacteria are swarming on, inside and about *you* right now. And they'll be around until you aren't for this world any more.

So many bacteria have been around for so long that man has no idea what life would be like without them. How much good and harm do they cause the human body? What part do they play in radiation sickness, old age, nutrition, dental cavities and other physiological puzzles? The Navy would like to know, for the benefit of its personnel and the nation in general, and some financial support is given the Notre Dame research project by the Office of Naval Research.

Inhabiting the germ-free room in the two-story campus laboratory at Notre Dame are such animals as germ-free chickens, rabbits, dogs,

EMERGING from disinfectant, attendant climbs warily into germ-free chamber. If plastic dome or suit is punctured, escaping germs would ruin experiment.



ENTERING chamber, attendant wears suit sterile on outside. Lab, financed jointly with the Navy, is the first of its kind.

Microbes

guinea pigs, monkeys, and even bacteria-pure rats, cockroaches and house flies.

All have been that way from birth. A few moments before normal delivery, mammals are taken surgically from the germ-free placenta of the mother, coming to life in the sterile world of the laboratory. Chicks, after incubating normally inside their germ-free shells, are placed in the laboratory for the last two days before hatching. Insect eggs are laboratory-hatched in similar manner, insuring non-exposure to germs. Once exposed, an animal cannot be treated by chemical or physical means to rid it of bacteria without killing the animal itself.

Some of the problems of obtaining specimen animals are solved if germ-free parents mate in the laboratory. Their offspring are germ-free also.

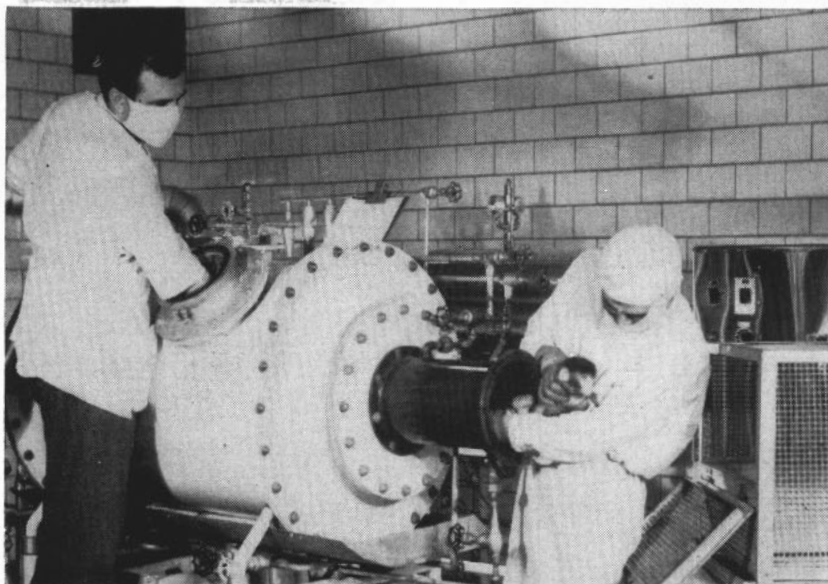
Life in the small tank that shields the germ-free specimens from the bacteria-filled world outside seems to have little effect on their appearance. They look the same as any other of their kind, except that the chicks might be a little dirtier in their bacteria-free dirt.

They live in neat cages on racks, eat sterile food, drink sterile water, and breathe sterile air. An attendant, sterile on the outside of his sealed plastic suit and crawling with bacteria just like any other human on the inside, comes in for two hours at a time. At the end of that period, he can't tolerate his perspiring self any longer and has to get out of the suit.

Preserving the tank's "bacteria-tight integrity" is a major worry for the attendant. Before entering, he must strip and shower and put on a clean, sterilized suit of woolen underwear. In the dressing room, an assistant helps him into a plastic diving suit and seals it at the waist by use of heat.

Air inside the suit is removed and fresh, sterile air is pumped in through a stainless steel flexible tube connecting with the suit at the waist. Exhaled air is taken out through the tube which also houses telephone wires for communication.

In another shower room the attendant's suit is bathed with a germicidal detergent striking at all angles.



SMALL MONKEY, plucked from air lock, is exposed to bacteria-laden air. In top-priority experiment, Navy is studying effect of germs on radiation sickness.

Then the attendant climbs into a tank containing a formaldehyde solution—exactly the same as embalming fluid—and stands below the surface for 20 minutes, brushing off any bubbles on his suit with a feather.

At the end of this preparation, he is ready to ascend to the second floor where the germ-free animals are kept.

Once in the germ-free room, the attendant is very careful not to puncture his plastic suit. If he breaks a glove or pierces the suit in any way—and it has happened—bacteria will escape into the room and the experiments are at an end, mostly

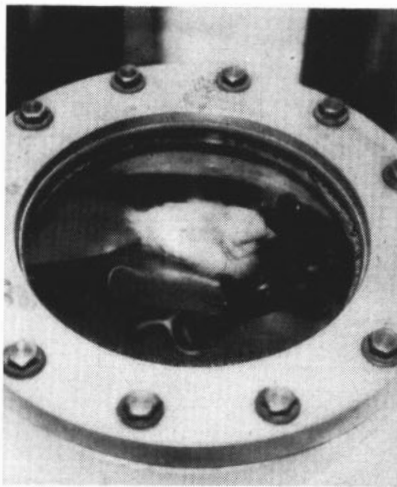
worthless. The animals must be removed, the tank scrubbed out and made germ-free again, and new germ-free animals must be obtained.

The laboratory now is on a five-year plan to maintain strict germ-free integrity at all times. Some experiments run as long as two years, and any mistake that would permit entrance of bacteria would make necessary a new start.

Instead of handling the animals directly, the attendant places the cage in an air lock sealed from both ends. Any examination of the specimens is carried out in smaller germ-free compartments fitted with rubber gloves so scientists can put their hands in to handle the specimen or take up sterilized instruments on the inside.

The animals must be kept germ-free until the examination is over and the results carefully written down. Bacteria that have little effect on other animals that have developed resistance to them ever since birth have a devastating effect on germ-free animals. Once when a common soil bacteria was accidentally loosed in the laboratory, scientists noted a quick and strong reaction on the hearts of the germ-free animals, much like rheumatic fever causes in both humans and animals.

Germ-free research has been going on for 20 years at Notre Dame, started and carried on by a pioneer in the field, Professor James A. Reyniers, founder of the college's Lohbund Institute. During World War



THIS CHICK is famous. It is first example of a 2nd-generation animal to be born in germ-free surroundings.



Sailors See Bombay

Carrying out the Navy's mission of "showing the flag," units of the U. S. Fleet touched recently at Bombay, India. One of the main ports of this great sub-continent of 400,000,000 people, Bombay lies 7,800 miles from New York.

Sightseeing sailors from *uss Valcour* (AVP 55), flagship of Commander of the Middle East Force, get a glimpse of the city's harbor (above) and discover the trick of charming a cobra (center). Below: Native guide points out an example of the trimmed shrubbery to be found in Malabar Hill Gardens.



If the Office of Naval Research joined in the sponsorship of the germ-free studies. The research is pure and basic, pointed at uncovering elementary principles that may lead to better living for all.

Radiation sickness from an atomic bomb burst is one of the problems that germ-free research scientists have in mind. At present, the picture is confused as to what part bacteria in the body might play in the sickness that follows an atomic bomb burst and how much is due entirely to physical effects of radiation.

No cavities form in teeth in the absence of bacteria, that much is known now. By taking a germ-free animal, scientists can add the various bacterial factors one by one and find exactly which causes cavities.

Old age is another field of study for germ-free scientists. They want to know what precise effect bacteria have in shortening life — and they have suspicions that the body's normal bacteria might figure prominently in the long-range deterioration of the human body which today is called "old age."

Most of the body's bacteria are recognized as neither harmful or beneficial. Science doesn't know their effect on human life, and germ-free research might provide some of the answers.

Through this basic research—the work of the "scientists' scientist"—you might live longer or better or happier.

Boy Scouts Run Air Station

Twenty-one Boy Scouts relieved the commanding general, unit commanders and department heads of their desks and their duties when they took over the operation of USMC Air Station, Cherry Point, N. C., for one hour during the observation of Boy Scouts of America week.

Inspection of the troops, cockpit check-outs in F2H-2 *Banshee* jet fighters and "chow" in an enlisted men's mess hall highlighted the Scouts' activities.

In an unusual bid for popularity, an "acting colonel," commanding Aircraft Group-11, initiated a request that all Marines be given 60 days' annual leave, doubling the amount currently being granted. However, since such a policy would have been "agin the law," the acting CO's request was not approved.

LETTERS TO THE EDITOR

Reenlisting During Extension

SIR: How do you determine the expiration of enlistment date for Reserve personnel recalled voluntarily or involuntarily to active duty?

Can a man in the Regular Navy, whose enlistment was involuntarily extended, reenlist at any time during the period of extension or must he wait for the expiration of the extended enlistment?—A.A., PNC, USN.

• The expiration of enlistment date of an enlisted member of the Naval Reserve is determined in the same manner as prescribed for all other enlisted personnel of the Navy regardless of his duty status.

For example, John Doe, SN, V-6 USNR, enlisted in the Naval Reserve on 12 June 1947 for a period of four years. His enlistment would normally expire on the day next preceding the fourth anniversary of his date of enlistment. However, in accordance with Alnav 72-50 (NDB, 31 July 1950), the enlistment described would be involuntarily extended for a period of 12 months. Such involuntary extension would become effective on the fourth anniversary of Doe's enlistment.

The provisions of Alnav 72-50 do not preclude voluntary extension of enlistment or reenlistment of USN personnel at any time during the course of the involuntary extension, provided the member is fully qualified.—Ed.

No Personal Copy of BuPers Manual

SIR: Is it possible to obtain a personal copy of the Bureau of Naval Personnel Manual and a personal copy of Naval Justice, as is the case with Navy Regulations?—W.F.W., YN1, USN.

• The Uniform Code of Military Justice may be obtained from the Superintendent of Documents, Government Printing Office, Washington 25, D. C., at a cost of 15 cents.

The BuPers Manual is printed for official use by commands only and copies are not available for personal use.—Ed.

Want a Navy Register?

SIR: Where can I obtain a copy of the Navy Register?—BOSN J.V.C., USN (Ret.).

• The Navy Register may be purchased from the Superintendent of Documents, Government Printing Office, Washington 25, D. C.

The price of this book is \$3.25.—Ed.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

No Billets for Agriculturists

SIR: I have a Bachelor of Science degree in agriculture. Is there any job in the Navy at the present time in which I could apply my education?—W.H.S., FA, USN.

• There is currently no billet in the Navy which requires a specialized knowledge of agriculture.

During World War II the problem of supplying forces in advanced areas with fresh vegetables prompted an effort to grow certain crops at a few Pacific island bases. This was never developed on a large scale, however, and nothing of this nature has been started in the present emergency.—Ed.

Chief at Class A School

SIR: Would it be possible for a chief teleman to attend a naval electronics school with the ultimate goal of LDO in electronics? I have completed several college courses in electronics, the college level GED test, and I'm a licensed radio amateur and an associate member of the Institute of Radio Engineers. My combined GCT and arithmetic scores are 148.—C.A.C., TEC, USN.

• Chief telemen are not now eligible for the Naval School, Electronics Technicians, Class A.

Personnel who are strongly motivated, demonstrate marked aptitude, and attain a satisfactory mark on the preliminary qualifying examination may request, and be assigned to, the Naval School, Electronics, Class B, Naval Station, Treasure Island, San Francisco, Calif., provided their requests are approved, with a view toward changing their rating to ET upon successful completion of the course. A course of instruction in the Class B school is not considered appropriate for the purpose of qualifying personnel for appointment to LDO classification in electronics.

However, BuPers states that in view of the critical shortage of telemen it is not practicable to assign personnel of this rating to the Naval School, Electronics Technicians, Class B, at this time.—Ed.

Transfer to Shore Duty

SIR: My brother, a Pfc in the Marine Corps, was wounded in action in Korea and was recently transferred to USNAS Pensacola, Fla., for duty.

I am eligible for shore duty in accordance with BuPers Circ. Ltr. No. 36-50 (AS&SL January-June, 1950), and my name is on the BuPers SDEL.

Can I request transfer to duty to the same station where my brother now serves, referencing BuPers Manual, Article C5209 (1)?—D.A.L., YN3, USN.

• There are currently over 10,000 persons eligible for shore duty by virtue of being on BuPers' SDEL and, as stated in BuPers Circ. Ltr. No. 36-50, the controlling factors in selecting personnel from the SDEL for transfer to shore duty are as follows:

(a) The period of continuous sea duty since completion of last tour of shore duty.

(b) The location desired by the man.

(c) The need for his rating.

In view of the large number of men in the same rating group on the SDEL who have longer periods of continuous sea duty than you, a request for transfer to shore duty at this time would not be approved.—Ed.

Steam-Powered LSTs

SIR: There has been quite a lot of controversy here as to whether or not the Navy has steam-powered LSTs. Could you please give us complete information on this subject? Your information will settle this daily argument once and for all.—P.C.L., YN3, USNR.

• The Navy now has two steam-driven LSTs—LST 1153 and LST 1154, commissioned 3 Sept 1947 and 24 May 1949, respectively. All LSTs used during World War II were diesel driven.—Ed.



STEAM-DRIVEN, the 1154 is one of two Navy LSTs not powered by usual diesels.

Reinstatement of Temporary Rank

SIR: At the end of World War II, I held a temporary commission of lieutenant, USN. In 1947, I reverted to my permanent status as MMC, USN, for the purpose of transferring to the Fleet Reserve.

Last September I was recalled to active duty as an MMLC. Is there any possibility that my commission will be restored? Is there any chance that men in my status will be selected for warrant rank in the near future?—R.R.P., MMLC, USNR.

• *Public Law 305, 79th Congress, provides that members of the Fleet Reserve serving under a temporary appointment to warrant or commissioned grade shall have the highest grade in which they served satisfactorily—as determined by SecNav—when they are returned to inactive status.*

In other words, an enlisted man who was a member of the Fleet Reserve on active duty at the time he received his original temporary appointment to warrant or commissioned grade was released to inactive duty in the highest grade he attained while serving in a temporary commissioned status.

Enlisted men serving in the Regular Navy whose appointments were terminated and then were transferred to the Fleet Reserve have no status under P. L. 305, until such time as they are placed on the retired list.

At the present time, there is no provision of law whereby a member of the Fleet Reserve can be issued a temporary appointment to either warrant or commissioned rank and the Officer Personnel Act of 1947, as amended, specifically prohibits such appointments from being effected upon recall to active duty.

The Navy Department has proposed remedial legislation, however, to permit personnel in your category to be recalled to active duty in the highest temporary commissioned status in which they served during World War II.

Until such time as this legislation becomes law, favorable consideration cannot be given to issuing you a temporary appointment to either warrant or commissioned status.—Ed.

Naval Reserve Medal

SIR: If a member of an Organized Reserve unit is involuntarily ordered to active duty, will his time on active duty count toward his eligibility for the Naval Medal?—G.B.B., LTJG, USNR.

• *No. An Organized Reservist on active duty loses that time on active duty for purposes of computing eligibility for Naval Reserve Medal. When he returns to inactive duty, however, he resumes counting inactive duty service toward eligibility.*—Ed.

No NUC for LSMs

SIR: I should like to know if LSMs were awarded the Navy Unit Commendation for service in the Iwo Jima operation.—W. L. S.

• *No. The Navy Unit Commendation was not awarded to any LSMs for service during the Iwo Jima operation.*—Ed.

Combat Air Crewman Wings

SIR: I am a member of a Reserve air squadron which has been called to active duty. At the present time I'm flying as first radioman on a PB4Y-2S. I have never been to any Navy school except for weekend meetings. I expect to go overseas in a combat area. Can you tell me when I'll be entitled to wear the Combat Air Crewman's wings?—D.M.H., AL3, USNR.

• *Air crewmen must be enlisted men who meet the following qualifications: (1) Must be of an AD, AT, AO, AG, AL or AF rating; (2) Be member of crew of combat type aircraft; (3) Be physically qualified in accordance with BuPers Circ. Ltr. 59-48 (AS&SL, 1948); (4) Be specifically trained in operational duties and have the knowledge required of combat air crewmen as directed by the Chief of Naval Operations, to include advanced aerial gunnery, communications, survival, recognition, and general operational knowledge of combatant aircraft to which assigned; (5) Be qualified as an aircraft machine gunner in accordance with the provisions of Article C-7514, BuPers Manual.*

When an enlisted man has completed these requirements, his CO may designate him a Combat Air Crewman.—Ed.

Extension of Enlistment

SIR: My enlistment expires on 2 Dec 1951. Under present law, can it be involuntarily extended beyond that date?—W.H.P., CPL, USMC.

• *Public Law 624, 81st Congress, which was approved 27 July 1950, authorized the President to extend all enlistments for a period of one year. As a result, on 28 July 1950, enlistments were extended for a period of 12 months for Navy and Marine Corps personnel whose enlistments expire on or after 28 July 1950 and prior to 9 July 1951. Therefore current directives would not extend your enlistment which expires on 2 Dec 1951.*

In view of the present international situation and the Navy's commitments under the national defense program, it is impracticable to say what the future plans will be. Such plans depend upon the actual need for troops, a requirement which could conceivably change overnight.—Ed.

10 Year Deadline for GI Home Loan

SIR: I enlisted in the Navy in April 1940. I reenlisted for three years in April 1946 and again in April 1949, and plan to stay in for 20 years. What is the deadline for my application for a home loan under the G I Bill?—J.T.S., ENC, USN.

• *Since your second period of enlistment from April 1946 to April 1949 was covered by Public Law 190, 79th Congress (Armed Forces Voluntary Recruitment Act), you may apply as late as 10 years from the date of your separation or, in your particular case, in April 1959.*

Since you intend to remain in the Navy for a full 20-year period, however, the deadline for loan application in your case will be reached before that time. Therefore, you should apply for your loan at least one year before your anticipated final separation.—Ed.

Eligible for Advancement

SIR: I reenlisted (broken-service) in the Navy on 16 Sept 1950. When previously discharged I held the rating of ARM1. I was reenlisted as an AN. I understand there is a BuPers circular letter concerning men who held second class or above and reenlisted with broken service. According to the information I have, men in this category can be rated third class without taking the exam. I asked my training officer about this and he told me the circular letter covered only those men who reenlisted before 31 Aug 1950. I'd appreciate your setting me straight on this matter.—H.F.J., AN, USN.

• *BuPers Circ. Ltr 145-50 (NDB, 31 Aug 1950) provides for adjustment of rates, in certain instances, whereby individuals who enlisted under broken-service conditions earlier in pay grade E-3 could now reenlist as petty officers third class BuPers Circ. Ltr. 145-50 did state that inasmuch as Recruiting Service Order 13-50, dated 19 Aug 1950, would most likely be in operation at all recruiting stations by 31 Aug 1950, the letter was not intended for personnel enlisting subsequent to that date. Apparently, R.S.O. 13-50 was not in operation at the Recruiting Station when you reenlisted, and you are entitled to be advanced to petty officer third class. The Bureau's intent was not to discriminate against those reenlisting after 31 Aug 1950, but to invite attention to R.S.O. 13-50 which would provide for them.*

You are advised to submit immediately a request for adjustment in rate in accordance with the provisions of BuPers Circ. Ltr. 145-50.—Ed.

Your Status After Discharge

SIR: (1) If I were discharged from the Navy for reason of hardship or dependency, would I be connected with the Navy in any way?

(2) If I were discharged for either reason, could I still belong to or reenlist in the inactive reserve, V-6, or would I lose my present rate altogether?

(3) If I were discharged for either hardship or dependency, and a state of war was later declared by the U.S., would I be subject to induction under the Selective Service system?—H.T.A., Jr., YNT1, USN.

• (1) A discharge for any reason would, in effect, sever all connection with the naval service—Regular or Reserve—except where transfer to a reserve component is required. Such transfer is not required of those discharged for dependency or hardship.

(2) If the personal situation causing the request for discharge for dependency or hardship no longer exists, and if the commanding officer effecting the discharge recommended the person for reenlistment, the ex-serviceman could reenlist.

A member of the inactive Naval Reserve, however, is expected to be ready for active duty at any time during his term of enlistment, in the event of a war or emergency.

Regulations governing the ratings in which a person may be enlisted or reenlisted are subject to change. Therefore no assurance can be given that the member could be reenlisted in the rating held when he was discharged.

(3) Under present law, all male citizens of the United States who are between the ages of 18 and 26 must register with their local Selective Service Board and are subject to induction into the Armed Forces after having reached their 19th birthday.

Qualified personnel may be accepted for enlistment in a branch of the Armed Forces, however, provided they have not been ordered to report for their pre-induction physical examination.—Ed.

Sea/Shore Rotation

SIR: A BuPers directive states that duty ashore for less than a year is counted as sea duty for rotation purposes. Is time spent as a transient or at school within that year counted as sea or shore duty?—R.V.K., HM2, USN.

• Duty ashore between sea assignments, for a period of less than 12 months is considered sea duty for purposes of sea/shore rotation. Continuous duty ashore, unbroken by sea service, for a period totaling 12 months or more, is considered a normal tour ashore.

For further information, consult paragraph 1.d., part 1, BuPers Circ. Ltr. No. 36-50 (NDB, 15 Mar 1950).—Ed.



CRUISERS *Pensacola* (above) and *Chester* (below) both had turrets for their big guns.



Where's the Main Battery?

SIR: Did USS *Pensacola* (CA 24) and USS *Chester* (CA 27) have their main batteries housed in "turrets" or "mounts"? How many heavy cruisers and light cruisers have turrets?—D.C.G., QM1, USN.

• Both *Pensacola* and *Chester* had their main batteries housed in "turrets." All heavy cruisers and light cruisers have "turrets", except anti-aircraft cruisers.—Ed.

Who Must Stand Watches

SIR: Is there any directive stating whether or not electronics technicians must stand watches?—T.M., ET3, USN.

• According to Navy Regs, Chapter 10: "Watch and Division Officers," Section 1, paragraph 3, "The commanding officer may assign to duty in charge of a watch or to stand a day's duty, subject to such restrictions as may be imposed by a senior in the chain of command, or by these regulations, any petty officer or noncommissioned officer who is subject to his authority and who is, in the opinion of the commanding officer, qualified for such duty."—Ed.

Clothing Allowance

SIR: Under the present pay bill, is an HMC who has been promoted to the permanent rank of ensign, MSC, USN, entitled to a clothing allowance?—A.D.W., ENS, MSC, USN.

• No. Neither is a Regular Navy enlisted man who is promoted to ensign, LDO, or a civilian who obtains a commission in the Regular Navy. However, an enlisted person, upon first temporary appointment to warrant or commissioned rank, is entitled to a uniform gratuity of \$250.—Ed.

Changing from Line to SC

SIR: I am now on active duty as an ensign, USNR. I was commissioned as a line officer on 4 Feb 1949, before receiving a degree in accounting.

When commissioned, I requested a Supply Corps commission but was told that I could receive only a line commission because I had no degree. I got my degree in June 1950 and proceeded to active duty on 24 Oct 1950.

Can I have my commission changed from line to Supply Corps?—J.A.D., JR. ENS, USNR.

• Normally, requests for change of designation from an unrestricted to a restricted category made by officers in junior ranks who meet the basic requirements for unrestricted general duty officers will not be approved.

Special qualifications and preference for next duty assignment should be indicated on your Officers' Data Card (Nav Pers 340) which will be given every consideration, consistent with the needs of the service, in determining your next duty assignment.—Ed.

Speedwriting Shorthand

SIR: Is there any directive authorizing "Speedwriting" as a medium of shorthand for advancement in rating purposes?—B.A.L., YN3, USN.

• Speedwriting is an acceptable method of shorthand for advancement in rating purposes. NavPers 18068, Manual of Qualifications for Advancement in Rating, Rating Code 270.402 states that any method of shorthand may be used, although it is desirable for advancement purposes that the candidate use a system by which a speed in excess of 120 words per minute may be attained.—Ed.

Scores Required of NavCads

SIR: Can an enlisted man who is a high school graduate but who does not meet the standard classification test requirements enter the Naval Aviation Cadet training program on the basis of satisfactory scores achieved on the college level General Educational Development tests and the Education Qualification Test 2CX?—R.E.P., PN3, USN.

• Naval personnel on active duty, who have completed one year of college or who have successfully completed the college level USAFI General Educational Development Test, and who then successfully complete the USAFI Education Qualification Test 2CX in lieu of a second year of college, are considered educationally qualified for Naval Aviation Cadet training irrespective of the scores attained on the Standard Classification Tests.—Ed.

Status of Fleet Reservists

SIR: Many Fleet Reservists involuntarily ordered to active duty are in the 40 to 50-year age bracket, having served continuously throughout World War II. Inasmuch as civilians in the same age bracket are draft-exempt, are any provisions being made to return these men to civilian life?—D.C.W., CTC, USFR.

• The Fleet Reserve was established to provide a trained force of ex-officer and ex-enlisted personnel of the Regular Navy who would be available for active duty, in time of war or emergency, to fill billets requiring experienced personnel.

As members of the Fleet Reserve, they are on retainer pay while on inactive duty. They are informed, and understand, that they are required to keep themselves in readiness for active military service in the event of war or national emergency.

There is no restriction as to age limits in which Fleet Reservists may be ordered into active military service.—Ed.

Soft Salute?

SIR: I was told while in boot camp that there's such a thing as a "soft salute" that is rendered to all women as a form of courtesy. Upon presenting this idea where I'm stationed, I was laughed at by everybody. I would like to know if there is such a thing or not, and whether any special courtesy is extended to women by members of the military services.—R.K.H., SKSN, USN.

• The "soft salute" is a new one on us, too, and we believe we've heard of every kind of salute there is.

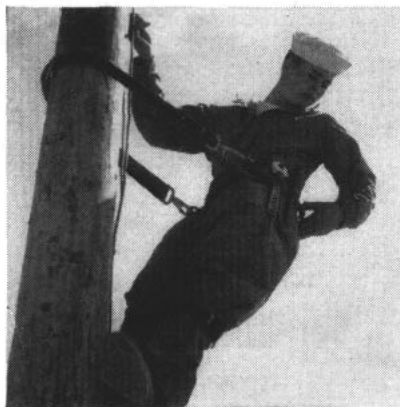
However, men in uniform do render special courtesies to women. Let us quote from our July 1949 issue, which contained the article entitled "Naval Courtesy Ashore and Afloat."

"When covered, officers and men escorting ladies, or meeting officers and men escorting ladies, render the customary salute; if seated with ladies, juniors rise and salute. It is customary to salute a lady acquaintance when meeting upon the street, as a form of greeting, and when departing from her company on the street."—Ed.

Meaning of "L" in Rating

SIR: I shipped over in the Naval Reserve on 21 Oct 1949 as CMM(PA). Recently I was told that my rate is now CMML. What does the "L" mean?—W.K., CMML, USNR.

• The "L" in your rating designates "general machinist's mates." Your duties are associated with main propulsion and auxiliary machinery of steam propelled vessels.—Ed.



SEABEE communications lineman works his way up pole during Navy training exercises.

Telephone Lineman in Seabees?

SIR: Is there a telephone Lineman's rating in the Seabees? Can an experienced lineman be transferred from the Fleet to the Seabees?—F.W.K., FN, USN.

• There is no such rating as telephone lineman in the Seabees. However, there is an emergency service rating, construction electrician's mate L (communication lineman), the duties of which closely parallel those of a telephone lineman.

To transfer to the Seabees, it is necessary that you direct an appropriate letter of request to Commander, Service Force, Atlantic Fleet, or Commander, Service Force, Pacific Fleet, (as appropriate), via your commanding officer.—Ed.

Request for Assignment

SIR: I'm a photographer's mate seaman (PHSN), and am now serving in a destroyer. Since there is no billet on board for my rate, I'd like to know if there is any provision by which I may be transferred to another ship or station where there is a requirement for my rate. Before being transferred to this ship I handled all the photography on a shore station. I would like to get a swap or transfer so that I may work in my specialty.—A.W., PHSN, USN.

• There are PH billets assigned to some units of the Atlantic Fleet. As your ship is in the Atlantic Fleet, you should submit a request for assignment to such a billet via the chain of command to ComServLant who is responsible for the distribution of enlisted personnel within the Atlantic Fleet. Your request should indicate clearly your rating, your striker designation and your primary and secondary Navy job codes, and should contain a brief description of your training background. Favorable action will depend upon the existence of vacancies in the PH rating group and upon policies of ComServLant governing transfers.—Ed.

ARD 22 Last Hit?

SIR: In ALL HANDS, January 1951, p. 28, I note that S.R.S., SK2, USN, asks if USS Pennsylvania was the last ship to be hit and damaged by enemy in World War II.

At the time mentioned, USS Pennsylvania was one of three ships damaged on three successive days in almost the same spot. One was an APA, the name of which I do not recall, hit amidships by a kamikaze. Pennsylvania was hit aft on the second day by a torpedo. On the third day about dusk, a kamikaze came in and attempted to crash aboard ARD 22. The attempt was only partly successful and the kamikaze only knocked off a signal blinker light on the end of the yardarm. The light fell on the deck and was retrieved by the crew for historical purposes.

To the best of my recollection, ARD 22 was the last ship to be damaged by enemy action prior to surrender of the Japanese.—C.C.H., CAPT, USN.

• Your account is borne out in the smooth deck logs of the floating dry dock ARD 22 for 14 Aug 1945:

"14 August 1945: (En route from Apra Harbor, Guam, to Buckner Bay, Okinawa.) Time 2156—Unidentified aircraft approached ship from a northerly direction at extremely low altitude and high speed. As plane passed overhead, wing struck port arm of mast, tearing off outboard section of wing, part of which dropped on boat deck and one wing dropped into dock basin. Plane continued in a downward course the full length of the ship, barely missing port stern mooring winch where another section of the plane wing fell into the Bay. Upon inspection of damaged plane parts, they proved to be of Japanese origin."

Pennsylvania was hit at 2045 on 12 Aug 1945, just 59 hours before the official announcement of Japan's surrender. ARD 22 was attacked 49 hours later, 10 hours before the announcement.

However, as we pointed out in answer to the letter of Pennsylvania, it is not definitely known whether ARD 22 was the last to be damaged of all the Navy's vessels without exhaustively reviewing many ships' logs.—Ed.

Men on NROTC Duty Frozen?

SIR: Are enlisted personnel on NROTC Unit Instructor duty frozen for another year?—O.F.N., QMC, USN.

• A rotation of duty for enlisted instructors in NROTC units was not effected at the end of the fall semester in the 1950-1951 scholastic year. However, it is now planned to effect a normal rotation of these instructors during the summer of 1951.—Ed.

Ships' Logs; Commission Pennant

SIR: (1) I contend that the pages of the rough and smooth deck logs are numbered consecutively with the numbers coinciding with the days of the calendar year. If this is the case, then the columnar page and the remarks page for 1 May 1951 would both bear the number 121. If an additional page for remarks were needed, it would also be numbered 121. Is this correct?

(2) What type ships were allowed to fly the 13-star commission pennant and what types were not? When was this procedure abandoned and why?—W.L.H., QM3, USN.

• (1) No. According to Section B-3301, paragraph 13, of the 1948 BuPers Manual, pages of a log are numbered in the same manner as pages in a book. The first and last pages are left blank, however, so that the columnar and remarks pages will face each other. For example, the columnar page for 1 January would be page 2, the remarks page would be page 3. The columnar page for 3 January would be page 6 and the remarks page would be page 7—unless extra pages were necessary for a preceding entry. If blank pages are necessary to keep columnar and remarks pages facing, they are also numbered.

(2) On and after 30 Aug 1933, all commission pennants were authorized for seven stars only. No particular reason is known except the desire for standardization. The number of sizes in which the pennant is supplied to ships has also been reduced. No actual rule has been found which definitely states what type of ship flew the 13-star pennant and which ones used the seven-star pennant.

Most ships probably used the 13-star pennant. Ship's boats which now fly no commission pennant always used the one of seven stars.—Ed.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• USS Massachusetts Associates, Inc.—This organization, which is chartered under the laws of the Commonwealth of Massachusetts, is sponsoring a reunion to be held on 12 May 1951. USS Massachusetts Associates, Inc. is composed of men who served aboard the battleship USS Massachusetts (BB 59) from 12 May 1942 to the time the ship was decommissioned. All crew members of that period, if interested, should contact J. E. Shields, YNC, USN, for particulars. Address: U.S. Naval Air Station, Squantum, Mass.

• USS San Jacinto (CVL 30)—All former crew members are invited to convene for a reunion at the Hotel Pierre, New York City, on 21 Apr 1951. For information and reservations, contact Chaplain D. B. Cordes, St. Paul's Episcopal Church, Norwalk, Ohio.

• SPARS (U.S. Coast Guard

Women)—The second national SPAR reunion will be held in New York City on 20, 21 and 22 Apr 1951. Ex-Spars who are now in the Naval Reserve are welcome. All who are interested should get in touch with Miss Guin Hall, c/o New York Herald Tribune, 230 West 41st St., New York City, for information. For reservations, contact Miss Doris Scripture, 14 Monro St., New York City.

• VC-9—A reunion is planned for some time in April or May 1951. All interested should contact Lesley McCreath, Jr., 4115 Packers Ave., Chicago 9, Ill. Give names and address of any former shipmates about whom you have information.

• 91st Seabees—This unit's second annual reunion will be held on 26 and 27 May at The Cascades Park in Jackson, Mich. All former members of the unit are invited to attend and to take along their families. Those unable to go are urged to drop a card with their correct address for future reference. Mailing address: N. P. Sercomb, 91st Seabees, 514 N. Milwaukee St., Jackson, Mich.

Clarification of Uniform Allowance

SIR: In the February 1951 issue of ALL HANDS, Ensign L.M.B., MSC, USN, requested information as to his eligibility for a cash clothing allowance on appointment to that rank from enlisted status. In answer, he was told, "There is no authority of law for payment of a uniform allowance upon first appointment to commissioned rank in the Regular Navy."

I disagree with ALL HANDS in this matter, having seen the allowance

paid many times during the past war. What I believe you meant was that this allowance could not be paid two different times to the same persons.—L. E. H., YNC, USN.

• What we really intended to say is: "There is no authority of law for payment of a uniform allowance upon first permanent appointment to commissioned rank in the Regular Navy. In those instances to which you refer, the appointment was no doubt temporary. Thanks for helping us clarify our statement.—Ed.

-----Cut or tear on this line and mail to address given on blank-----

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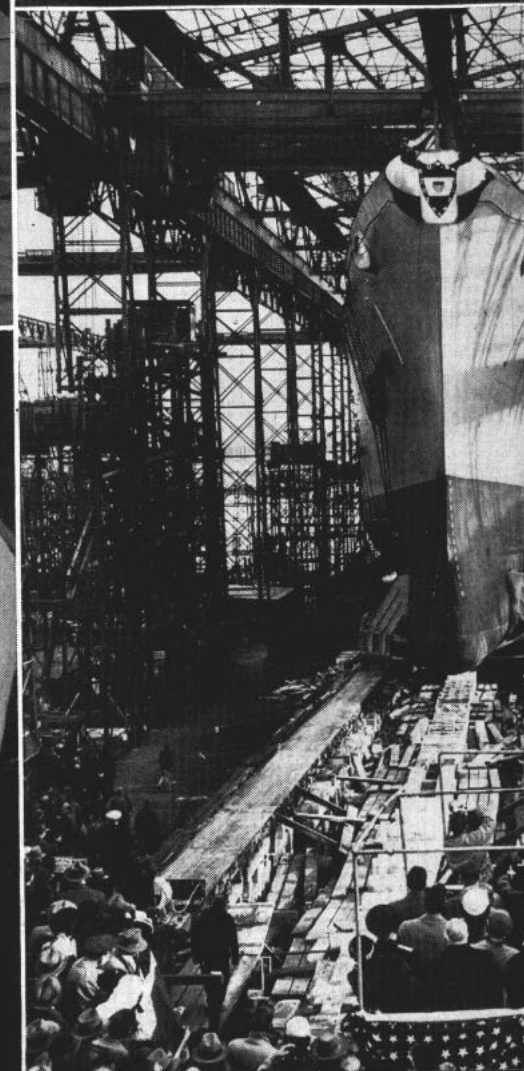
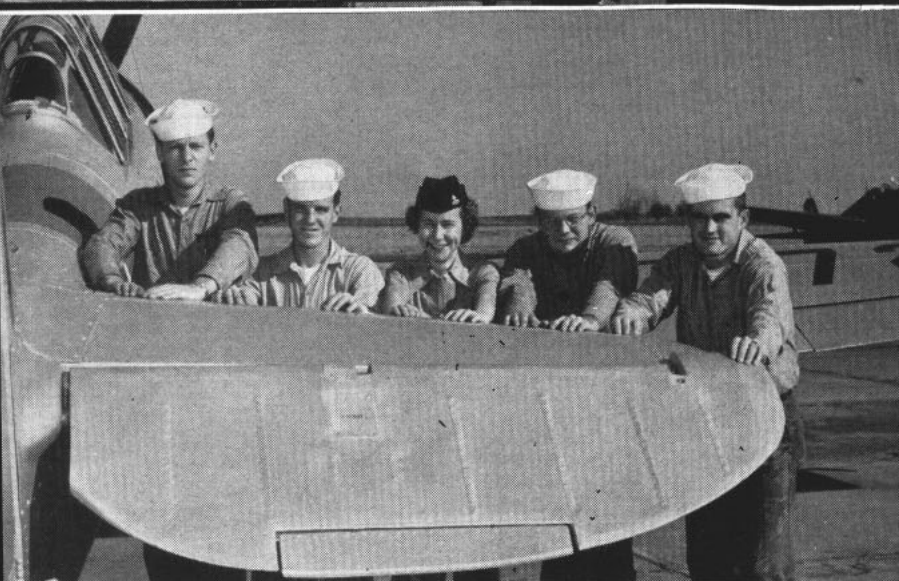
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TODAY'S NAVY

First of Navy's New Submarine-Killer Submarines Launched; 195 Feet Long, Displaces 750 Tons

The submarine *uss K-1*, first of a new type of submarine-killer subs, is now afloat and progressing to completion, having been launched at its building yard, Groton, Conn.

Displacing only 750 tons, the new *K-1* will be only approximately half as large in tonnage as fleet-type submarines. Her overall length of 195 feet is approximately two-thirds the length of her big sisters. But *K-1*'s smaller hull will contain much ultra-modern sonar gear and other electronic detection equipment.

A submarine defense against enemy submarines is planned by the Navy, to be built around the *K-1* type of undersea craft. Submarine authorities declare that there is nothing that strikes more terror in the heart of a submariner than to have

an enemy submarine operating in the same waters.

An earlier submarine, completed in 1914, carried the designation *K-1*, as does the new submarine-killer craft. The *K-1* of 37 years ago was one of the class known as "K-boats" — conventional submarines of the time, not especially designed to fight other submarines.

New Anti-Sub Seaplane

Production rates of the new *P5M-1 Marlin* antisubmarine seaplane have been doubled.

The *Marlin* features a single tall tail fin and rudder. This is in contrast to the twin rudders of the *PBM Mariner*, which it will eventually replace.

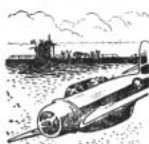
Navy technicians and commercial engineers have designed a pair of underwater rudders, called hydroflaps, to overcome the problem of maneuverability on the water. Tests of the experimental model show a marked decrease in the radius required for turning the seaplane. Located near the tail of the ship, the hydroflaps may be used together or independently to steer the airplane during operations in confined waters. When used together, they can also serve as brakes.

The *Marlin* is manned by a crew of seven. Powered by two turbo-cyclone engines, it has gull-shaped 118-foot wings. Overall length is 90 feet, three inches.

← The Navy in Pictures

TWO WAVES strike a seafaring pose during a day's indoctrination cruise aboard *USS Wright (CVL 49)* in the Gulf of Mexico (top right). Reading counterclockwise: A sailor from *USS Missouri (BB 63)* browses for gifts in a toy shop while on a brief liberty in Sasebo, Japan. Five ex-high school teachers have joined the Navy and are receiving training at the Airman School (Class P), NATTC, Memphis, Tenn. A personnel man issues instructions to seven newly arrived enlistees. Sleek *USS Northampton (CLC 1)*, first cruiser command ship to be built, slides down the ways at Quincy, Mass. The headquarters ship was converted for its new mission from a *Baltimore-class* hull.

YESTERDAY'S NAVY



Three-day naval-air battle of Coral Sea began on 4 May 1942; *USS Lexington* lost. First German U-boat to surrender gave up to U.S. Navy plane off England on 10 May 1945. Sixth anniversary of V-E Day, 8 May, this year.

MAY 1951

SUN	MON	TUE	WED	THU	FRI	SAT
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		



MIDSHIPMAN shows cadet wheel of sloop-of-war *Dale* during an exchange week-end between the service schools.

Navy Models in Chicago

Navy exhibits have been much in evidence at sports and automobile shows in the Great Lakes region, with a transparent 22-foot model of the aircraft carrier *uss Midway* (CVB 41) taking the limelight.

First among three recent public events at which the Navy figured, in that area, was the Chicago National Boat Show. There, the Navy occupied nearly 7,000 square feet of floor space. That event was followed almost immediately by the Chicago Automobile Show at the same location, where 3,000 square feet of space was allotted to the Navy. The automobile show normally draws an attendance of more than 450,000 persons during its nine-day run. Before the automobile show began, sponsors of the Milwaukee Sports Show, which is to be conducted this month, had requested the Navy exhibit for their event.

Besides ship models, items shown at the public gatherings were rescue and survival gear for fliers, a torpedo with motor set up to operate, a Norden bomb sight, and an engineer's flight panel from a PBM *Mariner*. Crowds watched a daily demonstration of an exposure suit, with the wearer swimming in ice water. Spectators went on imaginary flights at the engineer's controls of the PBM, hearing realistic engine noises and watching flashing colored lights.

Especially at the boat show, where

the viewers were unusually seamed-minded, the plexiglas *Midway* was a great attraction. Peering through the transparent hull, spectators studied with great interest the ship's compartmentation and contents. Other exhibits which attracted much interest at the boat show were a cut-away jet aircraft engine and a Navy art exhibit.

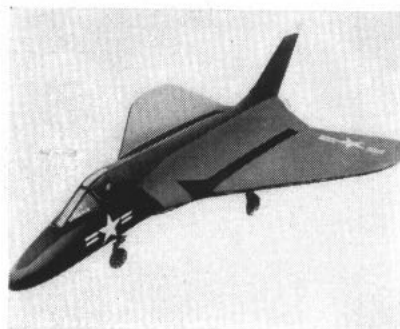
U. S. Honors Danish Academy

The U.S. Navy reaffirmed America's friendship with Denmark in a ceremony marking the 250th anniversary of the Royal Danish Naval Academy. A bronze plaque two by three feet in size, mounted in a mahogany presentation case, was given to the Danish academy as a gift from the U.S. Naval Academy.

On the plaque are engraved a replica of the U.S. Naval Academy Seal and the words: "To the Royal Danish Naval Academy, commemorating their 250th anniversary, from the United States Naval Academy," and the date. The Danish naval academy at Copenhagen, was founded in 1701—three-fourths of a century before the U.S. became independent.

Crew of Boxer Gives Blood

Leave it to the Red Cross to think up unique ways to reach potential blood donors. The mobile unit of the



TAILLESS XF4D, the latest Navy carrier-catapulted jet fighter, can climb and intercept enemy on short notice.

Irwin Memorial Blood Bank of San Francisco, Calif., boarded *uss Boxer* (CV 21) and collected over 900 pints of blood.

In order to accomplish this feat, the blood bank's 3,500 pound refrigeration car was hoisted aboard the carrier by a huge dock crane, placed on the flight deck, and thence lowered by elevator to the hangar deck.

Getting into the spirit of things, officers, crewmen and some of their wives kept hospitalmen busy carrying pints of blood to the refrigeration unit. When the bloodmobile was filled to capacity, the life-saving fluid was temporarily stowed in the ship's reefers.

With about 50 per cent of the crew participating "Operation Blood"—originally scheduled as a one day project—was extended an extra day.



QUOTA for King County Blood Bank is aided by donors from Patrol Squadron 931 at NAS Seattle, Wash. "Red Dog", their mascot watches.

Shipbuilding Bill Signed

The naval construction bill, which provides for the building of a huge aircraft carrier not to exceed 60,000 tons and an atomic-powered submarine, has been signed by President Truman.

The carrier will be at least 12,000 tons heavier than the Navy's largest existing carriers, and will require about three and one-half years to build. The bill, calling for approximately 500,000 tons of new shipping and the reconversion of 1,000,000 tons of existing shipping, is the largest authorized since the close of World War II. Details of the bill will be covered in the next issue of *ALL HANDS*.

Marines Rotated

Six hundred Marines—veterans of the Korean conflict—have returned to the United States as part of a small scale rotation of troops now being carried out in the Korean area.

The new program will not only help maintain morale and combat efficiency but will enable stateside commands to make use of the combat experience of veterans of Korean action.

As the number of trained replacements increases, it is hoped that rotation may be speeded up. It will be some time, however, before the plan can be completed.

Many Marines have been serving continuously in Korea since the landing at Pusan on 2 Aug 1950.

Supersonic Guided Missiles

Now in operation is the nation's first self-contained factory for producing supersonic guided missiles, working under contract to the Navy Bureau of Ordnance.

The new missile-making unit is a property of a commercial firm which operates plants at San Diego, Calif., and Fort Worth, Tex. Although it previously had no integrated factory for that specific purpose, the company has been manufacturing various rockets and missiles for the Navy since 1944.

Initially, the new unit will occupy some 200,000 square feet of floor space. The completely self-contained shops will eventually employ approximately fifteen hundred or more workers.

Here's How Tactical Air Support Pays Off

THE GUY on the ground was cold.

He couldn't remember when he'd been so cold. And hungry. And mad, too, in a tired and tight-lipped sort of way. He bellied deeper in the snow and the Commies on the high ridges above kept the marine truck convoy nailed down tight and the evacuation port of Hungnam was a long way down the mountain trail.

The division had to fight 15 miles back to Hagaru-ri for re-assembling, but nobody was going nowhere until something was done about the quilted Commies and their mortars in the zero-minus hills above the stalled convoy.

The guy on the frozen ground knew the answer and so did LCDR Hoke M. Sisk, USN, a six-four fighter pilot off USS Leyte who at the moment was not sipping hot coffee in the wardroom of CV 32.

He was cruising his flight of F4Us through patchy clouds at 200 knots above the snow-swept plateau near Chosin Reservoir.

Sisk is a big teddy bear type of man who left destroyers to do 35 air missions during the last war and he knew the guy on the ground only as the radio call "Dogface." So he waited for the call and the marines in the convoy below sucked in their guts while the Commie fire kept their stubble flat in the ice.

"Hello, 901 Apache . . . hello, 901 Apache," said the guy on the ground.

Sisk broke from the formation, turning to the right, and his lip mike bounced back a reply to the marine.

"Hello, Dogface . . . hello, Dogface . . . this is 901 Apache with four Victor Fox loaded with napalm, rockets and full ammo for your control. Cruising at 3,000 feet."

"Roger. 901 Apache," said the man on the ground. "What is your present position?"

"This is 901 Apache . . . I have a flight of four Victor Fox about 10 miles north of Hagaru-ri . . . do you have me in sight?"

"901 Apache . . . I believe so . . . rock your wings."

Sisk rocked his wings, switched his tail to bring his flight into

column, and the guy on the ground was still only a radio voice from the washboard pattern of frozen ridges far below.

"901 Apache . . . this is Dogface . . . we are a convoy pinned down by Chinese fire coming from positions halfway up the ridge to the east of the convoy. This ridge is now 4 o'clock to you."

Then quickly from the marine controller on the ground: "I have you in sight 901 Apache . . . hold your turn . . . roll out . . . your target is now 12 o'clock down."

Over the hose-nose of the *Cor-sair*, Sisk spotted the stalled convoy, brown against the snow and stuck hard and fast in the ice.

A well-trained air unit works over a target without using the radio, relying on hand and visual signals, and this segment of VF 33 was no exception. Down they went, first with the 50s and rockets and then snapping the stick "pickles" to roll away the napalm tanks.

It was a beautiful and awesome sight on the ridges and the flame-bursting gas jelly rolled red and black through the hills and turned the snow into a scorched caldron of quilted uniforms and mortar positions.

One more pass they made, rolling into a split-S and down on the target. Then it was over and the convoy again was moving toward Hagaru-ri in their redeployment from the Reservoir.

As the F4Us moved toward the coast, the guy on the ground stood up. He was still cold and hungry and tired, but the convoy was rolling and he could get his face out of the ice.

"Hello, 901 Apache. . . .," he said. "This is Dogface. You got 'em. Drop back any time. You're always welcome."

High above the plateau, Sisk rocked his wings and his flight came back into cruising formation.

The marines rolled toward the sea and their withdrawal was plugged every inch of the way with the tactical air support of the Navy and the Marine Corps—with fliers like Sisk and the guy on the ground.

For more on napalm in Korea, see page 17.

Women Marines' Anniversary

The Women Reserves of the Marine Corps, the famous "lady Marines" of World War II, are now eight years old. This refers to the organization—the individual lady Marines are at least 18.

There were almost 19,000 of the WRs in the Marine Corps at the height of their number in World War II. Some of them joined the Regular Marine Corps in 1948, when Congressional action made it possible for them to do so. Some returned to civilian life, and some joined the Organized Reserve platoons which were set up in 13 cities in 1949 and early 1950.

Before the Korean conflict began, Organized Reserve platoons for women Marines existed in Seattle, San Francisco, Los Angeles, Dallas, Kansas City, St. Louis, Minneapolis, Chicago, Detroit, Boston, New York, Philadelphia and Washington, D.C. With the Korean attack, members of these platoons were called into active military service and are now on duty throughout the U. S. The Marine

Corps is accepting qualified women at least 18 years of age, with or without prior military service, for the Volunteer Reserve.

The eighth anniversary was marked by reunions at major U.S. cities.

Chief Tells Europe of U.S.A.

Melvin B. Fields, SDC, usn, is a man who likes the Navy in particular and America in general, and he is willing to tell the world so. Recently he got his chance to tell the world—on both sides of the Iron Curtain—over the Voice of America.

Chief Fields has been in the Navy for 15 years, since 1936, after leaving Ohio State University. He was at Pearl Harbor on that infamous day in 1941 and spent most of World War II in the Pacific. At Tarawa he won a citation for hitting the beach with the Marines.

In answer to the request of a radio commentator for letters that his listeners would like to send to the people of Europe, Fields sent in one

of six which was selected to be broadcast.

Here are some of the things he said:

"You may think it strange for me, a Negro, to write you . . . I speak of this country's beauty and happiness and feeling of contentment one gets . . . We here do not deal in wholesale hate or distrust of our fellow-man . . . We raise children to want peace and happiness for all, whether in China, Russia or America . . . I live free with my family, and as any average American, am making progress . . . Put your trust and faith in God, learn to pray and believe your prayers will be heard as well as mine."

Photographer Honored

When, in 1945, the aircraft carrier *uss Franklin* (VC 13) was blasted and set afire by kamikaze attacks in the Pacific, a photographer aboard a nearby cruiser took some pictures of the stricken flattop. Although one of the photos became a World War II classic, the cameraman who took it remained anonymous.

Late in 1950, a large book of photographs depicting world happenings since the beginning of the present century came off the presses. In it was the famous picture of the listening, smoke-shrouded *Franklin*. The caption below the photo inferred that the famous naval photographer Captain Edward Steichen, USNR, was the man who had snapped it.

"Not so," said the captain. "I wish I had, though. I have a citation for the man who did." He wrote a letter in that vein to the magazine which had published the book.

The magazine printed the captain's letter. The man who really took the picture read it, and revealed his identity. Soon he received his just reward—a citation from the Navy Photographic Institute. The Navy photographer who had snapped the renowned picture is William Bates, PHG1, USNR. At the time he received his award he was again taking pictures in the Pacific, now aboard the carrier *uss Philippine Sea* (CV 47) off Korea.



W. B. Bates, PHG1

Navy Doctor Spends Off-Hours Flying Jet Planes

When Commander Sidney I. Brody (MC), usn, of NAS Atlantic City, N.J., lectures a group of pilots on high-altitude high-speed physiology, he isn't talking from



DOC BRODY, one of few service doctors who is a qualified pilot, adjusts student-pilot's oxygen mask.

schoolhouse experience alone. Jet-flying Commander Brody is one of the few known doctors in any branch of the armed forces who is a qualified military pilot.

The "aviating" medico was first designated a naval aviator several years ago, when, as a lieutenant commander, he graduated from flight school along with a group of midshipmen and cadets. He started flying jets some six months ago, in *Phantoms*. Nowadays he flies F9Fs and *Skyraiders*.

But it takes a bit of "tearing away" for him to get in any flying at all these days. The commander is as busy most of the time as a country doctor in flu time. Week-day mornings he's in charge of the eye, ear, nose and throat clinic at the NAS dispensary. Afternoons, the doctor lectures to pilots and crewmen on aerodynamics and the use of protective equipment, and demonstrates the low-pressure chamber which acquaints pilots with the thin air of high altitudes.

Then maybe an hour of screeching around the sky, after which he may address a civic group on the subject of naval aviation.

New Device Speeds Learning

A new Navy development now proving itself in classrooms throughout the service is a technique for reproducing illustrations from textbooks and projecting them onto a screen for the benefit of good-sized audiences.

Under the new process, developed at the Bureau of Naval Personnel, graphic illustrations can be reproduced at whatever activity they are needed. No original art work with its attendant cost need be created at the individual activity, because illustrations already printed in textbooks are used.

A dry reproducing process is used in making the illustrations for projection. They are reproduced on a transparent foil (or sheet), which is put in a special holder which in turn can be placed in a projector at the instructor's side. The projector casts an enlarged image of the illustration on a screen at the front of the classroom. With the projector at his side, the instructor can face the class and point out details of the illustration on the screen while operating the projector himself.

The new process of reproducing illustrations was developed under guidance of the BuPers Training Aid Section. It lessens the need for costly, space-taking charts and posters, and is time-saving and economical. Full-color copies can be reproduced. Projected illustrations can be "taken apart" for study of specific details.

Koncerts in Korea

Entertainment of Navy and other service personnel in Korea is being provided by what was once the Seoul Symphony Orchestra. Now under the wing of the South Korean Navy, the refugee orchestra is kept busy playing concerts on tank decks of LSTs and other improvised "stages" or concert halls.

Battle-weary men are getting pleasure from these programs of popular classics ranging from Brahms to Tchaikovsky, from Stephen Foster to George Gershwin. The orchestra, augmented by soloists and chorus, tries to perform selections of special appeal to United Nations forces. Arrangements of Korean folksongs form a part of almost every program.

A typical concert might get under way with "We are United Nations," followed by arias and duets from



PROJECTOR used to throw image of a transparency on a screen is demonstrated by Jack Dempsey, *All Hands* staff artist, working in lighted room.

Verdi's opera, "La Traviata," and Beethoven's "Leonora Overture No. 3." After intermission, songs of Foster and Gershwin—sung in English—and Korean selections such as the "Song of Mongumpo" might be performed. Returning to the classics, the orchestra would perhaps conclude the program with the "New World Symphony" of Dvorak.

Wins Air Reserve Trophy

Fighter Squadron 451 of the Marine Air Reserve was awarded the Marine Air Reserve Trophy in ceremonies held at the Naval Air Station, Willow Grove, Pa.

Named the number one squadron in competition with 30 other MAR squadrons in 25 major cities, VMF-451 is the second to win the 21-inch silver and ebony trophy.

VMF-451 won the award on points earned for overall operating efficiency, summer maneuvers and drill attendance, inspection results, and the performance of duties and training exercises.

The squadron is made up of Marine Aviation vets, ex-servicemen from other branches of the Armed Forces, and non-veterans. All are from the Philadelphia area.

During World War II, VMF-451 was credited with shooting down 51 Japanese planes in less than three months of carrier-based Pacific action. It also supported Marine ground troops and was one of the first squadrons to strike at Tokyo.

Decommissioned after the war, the squadron was later assigned to the Marine Air Detachment at Willow Grove.

Combs to Head BuAer

Rear Admiral Thomas S. Combs, USN, becomes Chief of the Bureau of Aeronautics on 1 May, relieving Rear Admiral Alfred M. Pride, USN, who is being ordered to a sea command in May.

The new BuAer chief was formerly Chief of Staff and Aide to the Commander in Chief, Atlantic Fleet. He is a graduate of the U.S. Naval Academy. A naval aviator since 1922, he served as Commander, Aircraft, Southwest Pacific Fleet, and as Commander of Fleet Air



RADM Combs

Wings 10 and 17 during World War II. He also commanded USS *Yorktown* for several months. From 1946 to 1948, he was Deputy Chief of BuAer.

Rear Admiral Pride enlisted in the U.S. Naval Reserve Force in 1917 as a machinist's mate second class. He was appointed to the grade of ensign in 1918. During World War II, he commanded USS *Belleau Wood*. In 1944 he became commandant of the Naval Air Center, 14th Naval District. Rear Admiral Pride was made Chief of BuAer in 1947.

Retired Chief Will Keep an Eye on His Old Boats

Like many old sailors, Martin J. Kelpish, ENC(SS), usn, will stay close to the sea now that he has retired on 30. The veteran CPO who spent 20 of his 30 in submarines plans to keep an eye on the "boats" from his permanent home near the Thames River at New London, Conn., where subs pass daily enroute to local operating areas.

Chief Kelpish took his recruit training at Newport, R. I., in 1920 and later served on board the battleship *Michigan*. Tours of duty



M. J. Kelpish,
ENC(SS)

followed in all types of surface vessels including cruisers, destroyers, submarine tenders and mine sweepers.

During World War II, he completed three war patrols aboard *Haddock* and received a commendation from ComSubPac for his performance of duty which contributed materially to the success of *Haddock's* attacking and sinking three enemy ships.

In a ceremony at New London, base personnel gave him a warm farewell and among those attending were crew members of the submarine *Sea Owl* who took time out while in port to honor a former shipmate and friend.—Daniel R. Reilly, JO2, usn.

Greek Royalty Visit Carrier

Crew members and airmen of the aircraft carrier *uss Franklin D. Roosevelt* (CVB 42) experienced a day of special interest when the king and queen of Greece spent a few hours aboard to watch flight operations off Athens.

King Paul, Queen Fredericka and their young son, accompanied by aides, went aboard the 45,000-ton carrier and proceeded immediately to the bridge. There, they watched activities as the ship moved to sea,

and responded to salutes of U.S. Fleet units in Phaleron Bay.

Later, still within sight of the coast of Greece, the carrier put squadrons of propeller-driven *Corsair* and *Skyraider* fighters into the air. When those planes were launched, 16 jet *Panthers* left the deck in record time. After all planes were in the air and rendezvousing for a mock attack on the ship, the royal party made an inspection tour of the flight deck. In the mock attack which followed, planes came streaking in from

Chief Yeoman Completes 12th Correspondence Course

How many correspondence courses have you completed?

Edward F. Kral, YNC, usn, recently completed his twelfth naval correspondence course in two years, which probably sets some sort of record.

Chief Kral maintained an average grade of 3.87 in the following courses: Navy Regulations, Naval Orientation, Cold Weather Engineering, General Communications, Deck Officer Communications, Seamanship, General Course for Aviation Specialists, Disbursing and Naval Travel Instructions, Military Law, Foundations of National Power, Uniform Code of Military Justice, Mission History and Organization of the Civil Engineer Corps.

While many of these courses

have no direct bearing on his duties as a chief yeoman, they will stand Chief Kral in good stead if he should be commissioned.

His enterprise should serve as an incentive for other bluejackets who have thought about taking a course or two but have not yet done so.

Officers' correspondence courses cover professional subjects and are available to officers and CPOs of the Regular Navy or Reserve, on active or inactive duty. Other enlisted personnel who are recommended by their commanding officers as potential officer material may apply for officers' courses.

Applicants meeting the requirements may obtain courses from the Naval Correspondence Course Center at Brooklyn, N. Y.

every point of the compass, crossing the flight deck at low level and at terrific speed.

When the planes were all back aboard, the king and queen congratulated the pilots, and later had lunch aboard the ship. They described the operation as "a magnificent display of mobile striking power."

Marines 'Invade' Virginia

Marines made a full-scale waterborne invasion of the shores north of Fredericksburg, Va., during a 60-hour war problem in invasion tactics.

The maneuver involved reconnaissance and destruction of the Camp Barrett area. It was designed to give experience in the practical application of tactical problems and techniques to newly commissioned second lieutenants and USMC officers, attending special basic schools, as part of their graduation exercises.

Landing forces included a skeletonized war-strength battalion reinforced by a 105-mm. howitzer battery, a platoon of tanks, an engineer platoon, a tactical air control party, a medical detachment, motor transport platoon and two divisions of F8F aircraft.

Prior to the actual assault, a night amphibious reconnaissance of the landing beach area was made by a reconnaissance platoon in rubber boats.

The landing force advanced inland on foot and by military motor march, meeting "enemy" opposition which consisted of a reinforced rifle company, artillery and two divisions of jet aircraft.

At the close of the problem, student officers planned and executed a tactical withdrawal against "scattered enemy opposition."

Trucks Carry Blimp Cabin

A blimp control cabin doesn't look very big, suspended high in the air under its supporting gas bag, but it's actually a good-sized article. Even when divided into three parts, the control cabin of a Navy blimp is a big thing to move by truck.

But such a Navy item was trucked from Philadelphia to Lakehurst, N. J. As the three trucks prepared to leave the Philadelphia Naval Aircraft Factory with their unusual load, a Navy official cautioned their

drivers. "Take it easy," he said. "That's worth more than a million dollars."

The circuitous 60-mile journey took more than 16 hours, which is about the time it would take a man to walk it. Thirteen of those miles were through Philadelphia streets and occupied a five and one-half hour period from midnight to early morning. Two emergency trucks went ahead to hoist low points in trolley wires to a height of 18 feet. The cabin-carrying trucks crossed the Delaware River at Morrisville, Pa., mingled with forenoon traffic in Trenton and reached Lakehurst at 1615.

The blimp cabin had been at Philadelphia for modification. A blimp of the Mike class—the Navy's largest type—will carry the 131-foot compartment.

Temperature Simulation

Navy mines and torpedoes are undergoing pre-production tests at the big new "temperature simulation chamber" at the Naval Ordnance Laboratory, White Oak, Md.

Thirty feet long, eight feet wide

and eight feet high, the shining, stainless steel room is capable of handling a full size torpedo and subjecting it to temperatures from 200° F to -100° F, with any percent of humidity required.

Members of the test unit, clad in the Navy's arctic clothing, check the case and working parts of the mine or torpedo while other technicians watch through windows made of five layers of thermoplate glass. When satisfied that the mine is in good working order, the eight-foot door is lowered until it is flush with the floor and, as clouds of frosty mist form in the chamber, the mine is plunged into a sea-water tank.

Icing effects are studied to be sure that no ice clogs or stiffened parts would affect the mine's operation when it is dropped from the cold upper atmosphere into the ocean.

Ordnance must be safe for those who handle it and, at the same time, deadly against the enemy. Development of the NOL Environmental Simulation Laboratory enables the Navy to make sure that ordnance will function properly at the front before it is scheduled for mass production.

8 Good Conduct Medals Among Chief's Decorations

When he gets his left sleeve covered with gold hashmarks he'll start on his right, people say of Fred C. Hall, HMC, usn. The chief has been in the Navy long enough, and has served well enough, to rate seven of them — and eight Good Conduct awards.

After growing to young manhood in Louisville, Ky., Hall enlisted in the Navy on 8 July 1921. Since then he has held every rating and rank from apprentice seaman to lieutenant. In all that time, his record has never been marred by any misconduct.

Chief Hall, known as "Doc" or "Pappy" by his shipmates, has served aboard battleships, cruisers, destroyers and repair ships, including some of the old-timers such as *uss Florida* and *uss Mississippi*. He has done duty also in many U.S. naval hospitals in various parts of the world.

The tour of duty the chief likes best to remember is a period of three years he spent with the Nicaraguan army in the early '30s.

Serving as a sublieutenant in the Nicaraguan national guard, he was frequently in full command of a district medical station. At one time, as commanding officer of a guard patrol, he attacked and dispersed a group of armed bandits. In recalling that period, Hall says, "Sometimes for eight or nine months at a time, I didn't see a North American or taste white bread or have a roof over my head or speak a word of English. It was an experience I'll never forget."

For his services to that country, Nicaragua bestowed upon Chief Hall the nation's second highest award—the Nicaraguan Medal of Merit. Besides that medal, the chief wears ribbons representing the following: eight Good Conduct Medals, the American Defense Medal, the Asiatic-Pacific Area Campaign Medal, the American Area Campaign Medal, the World War II Victory Medal, the Occupation Area Clasp, the China Service Medal and the Second Nicaraguan Campaign Medal.

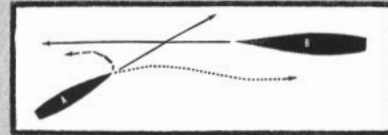
QUIZ AWEIGH

In peacetime, "exclusive emergency service ratings" do not exist in the Regular Navy. However in the advent of a period of national emergency, the exclusive service rating specialty marks would again appear in common use.



1. The mark at the left would be worn by a (a) water chemist (b) welfare and recreation specialist (c) woodsman.

2. The mark at the right would designate a (a) road repairman (b) riveter (c) transportation man.



3. If you were at the helm of vessel A, and thoroughly understood the International Rules of the Road, you would know that to prevent collision (providing you intend to keep underway) you should (a) continue on your original course, since vessel B would be required to slacken speed or come to a stop (b) steer the course indicated by the broken line (c) steer the course indicated by the dotted line.

4. Craft A, having B to starboard, is the (a) "burdened" vessel (b) "privileged" vessel.



5. The man above is spraying anti-fouling paint on (a) underwater mines (b) metallic weather balloons (c) anti-submarine net buoys.

6. If you have guessed correctly on question 5, you should know that these objects are (a) planted to destroy shipping (b) released at sea to estimate wind velocity (c) used to support nets which reach from the surface of the water to the bottom, and sometimes may be more than two miles long.

150 Years of Service

Observance of the New York Naval Shipyard's 150th anniversary was marked by a large dance, issuance of a special publication, and attendance by national, state, city and industrial leaders.

In planning and publicizing the sesquicentennial celebration, committee members observed that the New York Naval Shipyard has had a part to play in every major military crisis in U.S. history. Included here are the War of 1812, the Civil War, the Spanish-American War, World War I, World War II and the Korean conflict.

Among historically important ships built at the New York Naval Shipyard in the past 150 years are *Fulton*, a 2,000-ton vessel built on plans prepared by Robert Fulton,

and the 74-gun frigate *Ohio*. *Fulton* was the first steamship built in America, and *Ohio*, launched in 1820, was the largest ship built in the U.S. up to that time. Also built at that yard was the battleship *Maine*, of Spanish-American War fame. Some of the battleships and aircraft carriers which figured most prominently in World War II came from the same shipyard.

More than 15,000 civilians are now employed at the N.Y. shipyard. Selected employees prepared a "One Hundred and Fiftieth Anniversary Review" — a publication describing the yard's activities.

History of the New York Naval Shipyard dates back to 1801, when the Navy Department acquired one-fourth of a square mile of land on Wallabout Bay for such a purpose for \$40,000. The property has been

expanded to 290 acres in area—almost twice its original size. More than 300 buildings now stand upon it.

NTC San Diego Wins Trophy

Sports-minded activities in the 11th Naval District have made it a habit to come up with a tooth-and-nail, photo finish battle for the Commandant's Athletic Excellence Trophy, and this season was no exception.

The trophy is awarded on a point basis for participation in 15 sports—basketball, volleyball, softball, baseball, football, touch football, boxing, swimming, track and field, handball, badminton, golf, tennis, table tennis and wrestling.

Fifteen teams competed in the year-long competition, and in the

New Enlisted Man's Club at Kodiak is Set High on a Windy Hill

"Probably the finest in the Navy" is the claim put in for the new enlisted men's club at NOB Kodiak, Alaska. (By Kodiak personnel, that is.)

Officially opened on Christmas Day by the commanding officer in a formal ceremony, the club is just about the biggest "Christmas package" on record. It has 14,000 square feet of floor space, a lounge 30 by 35 feet, a bar 40 feet square, and a large galley.

But size alone isn't the club's sole claim to fame. Other deluxe features are the site and the furnishings.

Built on one of the highest levels of the main naval station, the club affords a magnificent view of Mt. Barometer and Mt. Pyramid on the west. These are two of the highest peaks on Kodiak Island.

Through picture windows on the east is a totally different type of scenery—the shoreline with Woman's Bay, St. Paul's Harbor and the Gulf of Alaska all in view. You can take your pick of scenery—and pull up a chair and enjoy it.

At one end of the 4,200-square-foot dance floor is a huge rubble stone fireplace, one of the largest in either Alaska or the States. It

will take a log seven feet long, and its builder, who specializes in such fireplaces, says he knows of only one larger in the States. That's at Yellowstone National Park.

Tempered masonite floors are featured in the main dancing room and lounge while the entrances, vestibules and the bar have quarry tile floors.

The steam-heated club has interior walls of light knotty pine. Indirect lighting, acoustic tile, ceilings and modern lounge furniture and tables are other features.

Ninety-five per cent of the work was done by enlisted men on the base. J. M. Callahan, BMC, was in charge throughout its construction.

Because the club is situated on top of a hill, one of the hardest jobs was installing the steam line. Five men worked at this task for three months, bedding the line in concrete up the 400-foot hillside. So steep was the grade that trucks hauling the concrete had to back downhill to unload, then be pulled back up by caterpillar. Concrete was poured in small sections only, to prevent its running back.

Although the club has a civilian manager, an enlisted recreation committee makes up the house rules and schedules such activities as dances, special parties and weekly bingo games.—J. W. Edgerton, GMT1, USNR.



ENJOYING the rough-cut beauty of their new club, EMs and their dates sit before the huge fireplace. Club was built mostly by sailors themselves.

home stretch the race narrowed down to a battle between the Naval Training Center, San Diego, Calif., and the Naval Air Station, San Diego, Calif. The final tally of points showed NTC San Diego to be the winner with a total of 400.17 points, beating out NAS San Diego by the hairline margin of one and one-half points.

Off-Duty Hunting in Korea

Hunting in Korea usually means a sharp-eyed infantry patrol stalking enemy troops, but a group of sailors from USS *Mount McKinley* (AGC 7) found time to spend a few hours at a more pleasurable type of hunting—for ducks and geese.

During a short recreation period in Korea, Edward L. Glover, QMC USN, and three of his shipmates borrowed a small landing craft, obtained 12-gauge shotguns and cruised down a river west southwest of Pusan. The area was reportedly swarming with waterfowl, and it wasn't long before things began popping.

Rounding a bend in the river, the sailors scared up a tremendous flock of ducks and geese. The morning air was suddenly alive with quacking and honking, and the roar of shotguns. Several ducks hit the water, but the wily geese got away. Shortly afterwards a flock of swans cruised over, and again the sailors opened fire. Three swans were downed.

Chief Glover bagged the largest swan—a beauty weighing 25 pounds and with a seven-foot wing spread. Back on board *Mount McKinley* that evening, the group feasted on special rations—roast duck and swan meat sandwiches, prepared to perfection by Charles Getgen, CS3, USN.

The feasters revealed the swan sandwiches were delicious. "They tasted just like turkey, except they were a little dryer," says Chief Glover.

Mount McKinley, serving as an amphibious flagship, participated in all four Korean amphibious operations.—R. F. Raymond, RMN3, USNR.

Sailors Entertain Patients

Sailors and Waves at Quarters "K" in Washington, D. C., are putting their nearness to the National Naval Medical Center, Bethesda, Md., to good use by entertaining the patients there.

Communications technicians become tap-dancers and gagsters when



TOUCH FOOTBALL is played by men of USS *Mt. McKinley* (AGC 7) on a field in Pusan, Korea. This game was one of an elimination series among 22 teams.

they report for duty at one of the Bethesda wards. A Wave seaman gives with the vocalization; a chief yeoman proves as adept at pushing piano keys as at a pounding a typewriter. A couple of other Navy folks make a pair of guitars talk like only a well handled guitar can talk when it's tickled.

The patients appreciate it, and make their appreciation known. They appreciate a little assistance in pushing back rough memories and forgetting pain. And the Quar-

ters "K" people who have the talent for the job enjoy doing what they can for the boys at Bethesda.

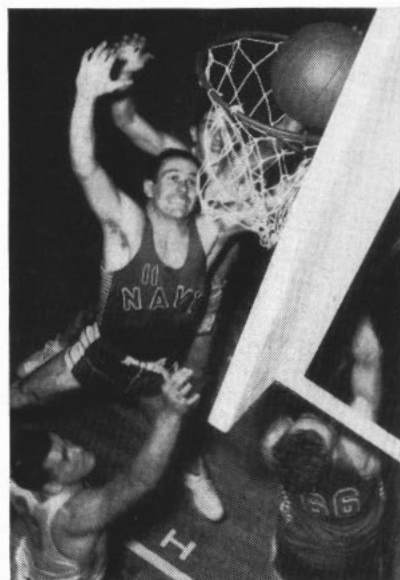
Everybody Wins at Sports Show

Sailors on duty in Yokosuka, Japan, are being treated to a unique weekly show at the Fleet gymnasium. Everybody wins something.

The gala affair gets started with a Navy band playing a popular concert. This is followed by a one-half hour show, featuring singers, dancers, jugglers and judo matches. On occasion, a group known as the Tokyo Rose Swing Group provides musical entertainment.

Attended by a large number of naval personnel, as well as escorted Japanese nationals, the big show is immensely popular. "Practically everyone feels there is some form of entertainment they have talent in," explained an official. "This show gives them an opportunity to work before friendly audiences. It's surprising how many sailors are good showmen. Everybody has fun."

Feature of the show is the boxing matches. Usually six bouts are scheduled, with sailors from local activities taking part. Small prizes are given to both winners and losers to insure spirited competition. In addition, fans at the show—usually about 3,000 persons attend—are given free cigars, cigarettes, hot dogs and soft drinks. Admission to the fights is free.—Felix B. Grosso, JO1, USN.



HARD DRIVING Marv Meyer, mainstay of unbeaten San Juan NavSta team, drops in a two-handed lay-up.

SIDELINE STRATEGY



NAS Norfolk turned up with a sharp-shooting Wave basketball team this past season. One of their players, Estelle St. Clair, massed an eyebrow-raising total of points. In one game against Camp Lejeune's lady Marines, the hot-handed Wave poured in 33 points—more than scored by the entire opposing team.

* * *

Experts claim that foul shooting is the most important single factor in winning or losing basketball games. If so, then several West Coast quintets should be sitting pretty with their collection of dead eyes on the free throw line. In a recent YMCA national free throw contest, quintets from two outfits—NTC San Diego and AirPac—averaged 90 buckets out of 100 attempts. Bill Jeffries, of the NTC five, cracked the national free throw record by racking up 96 baskets out of 100 tries.

* * *

Although they didn't exactly follow conventional rules for landing big game fish, Henry Shutt, RMSN, USN, and James Cullinan, SN, USN, doggedly battled a whopper until they had it licked. The two sailors were lobster fishing off a Key West, Fla., pier when Shutt felt a tug on a fishing line he had dropped in the water. Deciding to land his prize without telling his partner, Shutt began pulling the fish in, discovered it could pull harder than

he could. He yelled for help and the two seamen grunted and tugged until the big fish was near the pier. Then it angrily dived and wrapped the line around a piling. Cullinan got a long spear, jabbed at the creature until it unwound and freed the line. Eventually they got the monster to the surface, but couldn't get it out of the water. Reinforcements in the form of half a dozen other sailors rushed up, and a lasso was dropped over the thrashing fish. Finally, the exhausted men got their prize—a giant fewfish—on deck. It weighed 250 pounds.

* * *

Around the Navy . . . After their best season in years, MCRD Parris Island, S. C., announced its hoop squad was "the South's number one service basketball team." They compiled an average of 73.4 points per game for their first 41 games, winning 37 of them . . . Navy pugilists gathered in three titles at the Northeastern Interservice boxing tournament, which was won by the Air Force. . . . The Naval Amphibious Base, Coronado, Calif., has acquired a speedy trackman in Warren Walton, SA, USN, who covers 100 yards in 9:6 seconds. . . . Chief Sam Baris, PacFlt's lightheavy wrestling champ with 20 years of mat activity behind him, was named on an honorary All-American wrestling team for 1950. —Earl Smith, JOC, USN, ALL HANDS Sports Editor.

It's the Brushing That Counts

Every so often the Navy has to operate in a killjoy role. A while back tests at NTC Great Lakes, Ill., exploded the proposition that antihistamine drugs assisted materially in preventing or curing colds (ALL HANDS, September 1950, p. 38). Now the Dental Research Activity at Great Lakes has loosed another salvo neatly bracketing if not sinking the idea that ammoniated toothpaste or toothpowder will check dental decay.

Of a group of 20 men over a three-months period, 10 used ammoniated dentifrice and 10 brushed their teeth according to their own inclinations. Both groups ate at the same mess hall and their water supply was the same. At the end of that time no significant difference was noted in the lactobacilli counts (number of mouth bacilli forming lactic acid, which produces decay) of the groups.

Bear in mind it's not maintained that ammoniated toothpaste will hurt you any, if you like to use it—it may help a little bit. And Great Lakes tests did not involve the use of ammoniated mouth washes after brushing the teeth.

The tests came about because the Navy was considering buying ammoniated tooth powders and pastes for free issue to naval personnel, hoping to profit by reducing costs for dental care throughout the naval establishment. To investigate whether the investment would be profitable, the Office of Naval Research contracted for a study of the matter by a Western Reserve University scientist.

The report of tests by Dr. S. Pearlman of Western Reserve came back with the conclusion that too many factors were involved in dental decay to substantiate the claims for ammoniated dentifrices, and the Navy followed up his report with the tests at Great Lakes. Because the Navy went to the trouble of checking before buying ammoniated dentifrices on a wide scale and before reducing routine clinical treatment, a saving of \$1,858,099 resulted, according to Navy estimates. (Cost for oral research on 23 Office of Naval Research projects in four years has been only \$407,000.)

All in all, there's no reliable substitute yet for just plain vigorous brushing, plus the routine clinical treatment that the Navy now gives you.

THE BULLETIN BOARD

Service-Wide Competitive PO Advancement Exams to Be Held in July

Service-wide competitive examinations for advancement to first, second and third class PO rates will be held on the second, third and fourth Tuesdays in July, except where movements or operations of certain units make another day mandatory.

Here is who may compete for advancement to pay grade E-4, E-5, and E-6 rates: Regular Navy personnel, and Naval Reservists on active duty with the Regular Navy, who are eligible and recommended in accordance with current directives and will have fulfilled all service requirements by 16 Oct 1951.

The date of 16 Oct 1950 is considered as the effective date for all advancements to pay-grades E-4 and E-5 which occurred as the result of the July 1950 service-wide examinations. This is specified for purposes of determining eligibility and the multiple computation for advancement, regardless of the actual date when last advancement took place,

Radio Hams in Little Creek

At Little Creek, Va., a group of "radio hams" are giving the sailors a chance to talk long distance, person-to-person, free of charge.

At last report, the amateur station—Station W4OYL—could carry to U.S. points from Maine to Florida and as far west as the Rockies. A proposed new antenna was expected to give it world-circling powers.

To the men who run the spare-time station, frequent broadcasts afford a chance to retain their standing as practicing amateurs. To naval personnel in the vicinity, they provide an opportunity to keep in touch with loved ones far away. Friendly "hams" at points all over the eastern two-thirds of the U.S. cooperate in arranging personal conversations via the radio waves. They gladly offer use of their facilities to people at their end of the line.



"You don't know how lonesome I've been"

if advancement was the result of the July 1950 exam.

Here are some "non-routine" groups who will be affected by the forthcoming examination, if eligible and recommended for such advancement in accordance with current directives:

- Members of the Regular Navy who enlisted or reenlisted in pay grades lower than in which previously discharged for the purpose of competing for their old pay grade.

- FCs interested in an equal pay-grade change from fire controlman to fire control technician, or in a concurrent change in rating from FC to FT and advancement to the next higher pay grade.

- Reservists who reported for full active military service on or before 16 Oct 1950 and who wish to compete for qualification to enlist or reenlist in the Regular Navy for service in the pay-grade in which discharged from the Naval Reserve.

Personnel may not be recommended for advancement to rates other than those for which they are eligible. If an individual is in training for a rate to which he is not currently eligible to be advanced, the necessary change in rate, rating or rating symbol must be authorized and put into effect before the individual can be recommended or nominated to compete in the examination. An exception exists in the

case of FCs changing to FT and competing for advancement concurrently.

Regular Navy personnel may compete for advancement in general service ratings only. Reservists may compete for the following:

- Advancement in emergency service ratings in the Naval Reserve.

- Concurrent advancement in emergency service rating and qualification for enlistment or reenlistment in the Regular Navy in equivalent general service rating.

- For enlistment or reenlistment in the Regular Navy in present pay-grade, in appropriate general service rating.

Because of the numerous transfers in progress at present, personnel in a transient status who have been nominated by a previous CO may take the examination. They must be aboard government ships or stations when the appropriate examinations are held.

Precise dates when examinations will be held are as follows:

- For pay-grade E-4—10 July 1951.

- For pay-grade E-5—17 July 1951.

- For pay-grade E-6—24 July 1951.

Complete information about these examinations is contained in BuPers Circ. Ltr. 23-51 (NDB, 15 Feb 1951).



"So when the ship's back in the Fleet, what do you do with the mothballs?"

WAY BACK WHEN

The Oldest Flag

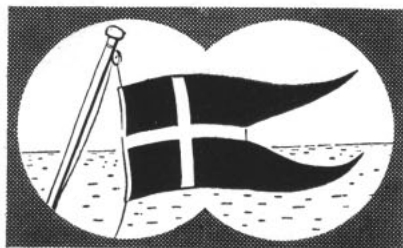
A sailor on lookout espies an approaching vessel. With his binoculars he makes out a swallow-tailed ensign of red field with large horizontal white cross. "I wonder what ship that is?" he remarks to a shipmate. "Why that," knowingly replies his more experienced seafaring friend, "that is a Danish ship."

However, the most significant and seldom-realized fact is that both men are gazing upon the "Dannebrog" of Denmark, which, without doubt, is the oldest national

emblem in existence.

According to legend, it was in the year 1219 during the "Battle of Reval" that the Danish King Waldemar II was hard-pressed in keeping his troops together in the face of continual attacks by Estonian pagans against whom the king was waging a crusade. It is said that suddenly Waldemar (later to become known as Valdemar the Victorious) saw a great white cross in the sky, and thus acquired strength to defeat his enemies. Taking this as a celestial answer to his prayers, the king adopted the design of the cross as the Danish flag, and it comes down to us today in its unchanged form.

Another version of the legend is that a white cross fell from the heavens before Waldemar during the battle. But whatever the legendary interpretation, there is unquestioned, factual evidence that this same flag has been in continual existence since the 13th century.



VA Hospitals to Get Servicemen Not Expected to Return to Duty

Servicemen whose disabilities are expected to prevent their return to active duty will be sent to Veterans Administration hospitals for treatment and rehabilitation on the same basis as veterans with service-connected disabilities.

Under the new plan, such patients will still be able to return to active duty after treatment, if they desire to do so and are acceptable to the armed forces.

Types of cases included are those involving severe injuries to the nervous system, the blind and the deaf,

major amputees, certain neuropsychiatric patients and those requiring extensive plastic surgery.

Each case will be considered on an individual basis with the welfare of the patient as the prime factor.

As the care of such patients is put under one organization, the duplication of critical medical personnel and facilities by each branch of the armed forces will be avoided.

2 Members of Family Need Not Serve in Same Ship

When two or more members of one family are serving on board the same ship, the Navy will consider requests for transfers so that the family members may be dispersed.

In a statement to the Secretaries of the Navy, Army and Air Force, the Secretary of Defense said, "Requests for assignment to different units from male members of the same immediate family on active duty will be favorably considered, providing there are no overriding military needs for their retention in the same unit."

Especially when operating in a combat zone, it is pointed out, there is an advantage in separating members of individual families.

Clothing Allowances Get Boost to Compensate for The Increase in Prices

To compensate for necessary increases in clothing and small stores prices, enlisted men's clothing allowances have been revised. The effective date was 1 Mar 1951.

The change, both in clothing prices and clothing allowances, were announced in Alnav 15-51 (NDB, 28 Feb 1951). The directive pertains only to enlisted men.

Increased allowances are as follows:

- The initial clothing monetary allowance for enlisted men of the Regular Navy and Naval Reserve is increased from \$118.35 to \$254.75.

The clothing issued in the bag was increased by one pair of low black shoes, two cotton undershirts and two cotton drawers.

- The enlisted men's monthly maintenance allowances (as applicable to the initial clothing monetary allowance) are increased from \$4.20 to \$7.20 for the standard maintenance allowance and from \$3.60 to \$5.10 for the basic maintenance allowance.

These allowances are for the purpose of providing all replacement clothing required for enlisted men of the Navy at government expense. Previously, maintenance allowances commenced six months after issue of the initial clothing outfit. Now, entitlement to the maintenance allowance starts immediately, with no reduction in the amount from that previously set to begin at the end of a six months' period.

- The monthly maintenance allowances (as currently applicable to the special initial clothing monetary allowance) are increased from \$6.60 to \$8.40 for the standard maintenance allowance and from \$6.00 to \$7.20 for the basic maintenance allowance.

The special initial clothing monetary allowance is defined as the amount payable to "enlisted members who are required to wear individual clothing of a type (other than special dress uniforms) not customarily required for the majority of enlisted personnel of the Navy."

This pertains to many categories of personnel, these categories being defined in detail in the Bureau of



"And who said I signalled?"

Supplies and Accounts Manual. One of the categories eligible for the special initial monetary allowance is that of enlisted men upon advancement to chief petty officer. Another category is enlisted men upon assignment to the Navy Band or Naval Academy Band. (No "double" payments are made. A chief being assigned to a band, or a band member advancing to chief, will not receive a second special initial clothing monetary allowance.)

If the person is advanced to CPO or assigned to band duty more than 30 days after the enlistment date or reporting for duty, he receives \$250 as a special initial clothing allowance. This figure is unchanged.

One other revision in allowances was made by Alnav 15-51. Personnel who qualified for an initial clothing monetary allowance before 1 Mar 1951 (the effective date of the directive) and who had not received the full amount by that date, will receive the remainder plus an additional amount. This amount is \$1.06 additional on every dollar of the unpaid amount. (That is, the unpaid balance multiplied by \$1.06.)

Rising costs are directly responsible for the increased prices on clothing and small stores items, particularly in wool fabrics and leather. Raw wool prices have increased approximately 200 per cent in recent months. Cotton and leather have also made unprecedented rises in prices.

Enrollments on the Upswing In Correspondence Courses

Enrollments in the Navy's correspondence course program are on the upswing. During the last three months of 1950, a net increase of over 5,000 participants is shown, bringing the total to 58,881. Of this figure, 51,603 are officers.

Most of the enrollments are at the Naval Correspondence Course Center, Brooklyn, N.Y., which now has a total of 53,341. Courses at the Bureau of Medicine and Surgery, the Naval Intelligence School—both at Washington, D.C.—and the Naval War College, Newport, R.I., also show increases in enrollment while the Naval Submarine School, New London, Conn., reports a slight decrease.

Personnel from all branches of the armed forces are participating.

Dream of Northwest Passage May Become a Reality

A body of icy ocean water, north of Canada, may become the "Northwest Passage" — the "impossible" dream of four centuries ago.

Scientists of the Navy's Hydrographic Office believe that in certain years strong-hulled vessels may be able to push their way through the narrow body of ice-infested sea water above continental Canada on a route that will connect the Atlantic and Pacific Oceans.

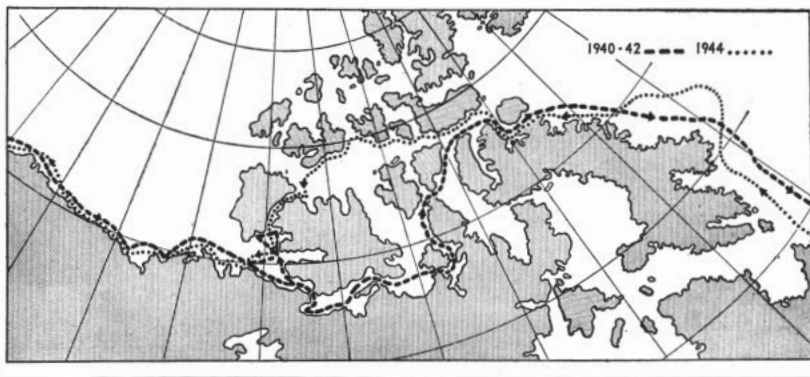
Until recently, the navigable period was believed to begin in July and end in August. Sea ice observations and studies show that "puddles"—pools of melted ice water which develop on the sea ice surface—act as an index to the length of the navigable period in the Passage and, under favorable conditions, this navigable period is extended about six weeks beyond the middle of August. Although the ice is no longer melted by the sun's rays after this time, the "puddles"

themselves continue to absorb solar energy, causing the ice to continue to melt.

Weather also plays an important role. Sometimes during October, November and December, certain weather conditions delay the development of sea ice. When this occurs, the sea ice has a high salt content, causing it to "rot" earlier than usual during the late spring months, thus bringing about what the Danes call a "light ice year."

The determination of these two factors—the "puddling" process and the seasonal character of the ice—can foretell whether one or two months will be added to the ice disintegration period and thus permit navigation through the Passage. Such an achievement has both military and commercial import.

Canadians, aboard *Saint Roch*, have made the trip twice—once in about 27 months and once in a little more than 60 days.



Four Enlisted Men Serve In 2 Subs Named Grenadier

When a certain new submarine, *uss Grenadier* (SS 525), was commissioned at the Boston Navy Yard, she had in her crew four enlisted men who felt that now they really had come back home. Their new ship has the same name as one in which they had served a long time ago.

In April 1943, these four were crew members of the submarine *uss Grenadier* (SS 210). On the 21st of that month, the sub ran into severe enemy surface and air action in the northeast Indian Ocean. She was so heavily damaged that her crew sank the ship on orders from the CO, and

in turn they were all taken prisoner.

There followed 882 days in Japanese prison camps for the captain and his crew. Almost all survived, and were released from confinement at the end of the war. The four mentioned were among the survivors, and now the currents of their naval careers have taken them aboard a new *Grenadier* for duty. They are: Joseph A. Minton, QMC, usN, Riley H. Keyser, TMC, usN, Charles E. Johnson, EMC, usN, and Charles Roskell, ENC, usN.

The new *Grenadier* displaces 1,570 tons, 40 more than did her predecessor. She was more than four years under construction, her keel having been laid 8 Feb 1944.

Here Are Provisions in Effect for Ordering USNRs to Active Duty

Considerations of the Bureau of Naval Personnel in involuntarily ordering Naval Reserve officers to active duty and accepting the requests of Reserve officers who volunteer for active duty are explained below.

These are the procedures in effect as of February 1951. Future requirements of the Naval service may require some modification. The provisions cover the vast majority of cases, but some exceptions to the general rule are necessary.

A breakdown of the provisions, by categories, is:

General Line

Needs of the service are being filled from four groups: (1) from those who volunteer their services and are accepted for active naval service; (2) from those in the Organized Reserve; (3) from a group comprised of members of the Volunteer Reserve who are in a "drill pay" status (i.e. undergoing training associated with the Organized Reserve and receiving pay), officers who received some of their education in the V-12 program during World War II and who have had little or no active naval service, graduates of the Merchant Marine Academies of or subsequent to the class of 1944 and who are not following the sea as a profession, and resignees of the Naval Academy classes subsequent to the class of 1944; (4) from the Volunteer Reserve pool.

Persons who applied for and have been transferred to the Volunteer Reserve from the Organized Reserve or the "drill pay" status of the Volunteer Reserve subsequent to the out-

Bainbridge to Open Soon; Capacity 20,000 Recruits

Recruit training is expected to begin at the Naval Training Center, Bainbridge, Md., sometime in April.

Recommissioned in February, the World War II training center is being readied for an eventual capacity of 20,000 recruits. The present schedule calls for 500 recruits for each of the first four weeks and 1,000 per week thereafter until 30 June 1951.

break of the Korean conflict, are still considered in those groups when under consideration for orders.

On the other hand, Naval Reserve personnel transferred to or enlisted in the Organized Reserve after 15 Oct 1950, are not given priority of involuntary receipt of orders currently in effect for Organized Reservists. Such personnel are considered liable only to the same degree as members of the Volunteer Reserve possessing similar qualifications.

Volunteering For Active Naval Service—Requests for active naval service should not specify any particular billet or job due to the limitations imposed. Requests should be submitted to the Bureau of Naval Personnel as near as possible to the date that the officer will be available for active naval service—for example, two months. However, applicants are not barred from submitting requests further in advance.

Involuntary Receipt of Orders—While in the past most of the needs of the service have been filled from officers in the Organized Reserve and those in a "drill pay" status of the Volunteer Reserve, it is now necessary to utilize categories of the Volunteer Reserve pool.

Captains and Commanders—There have been limited requirements for officers in the grades of captain and commander. However, it is anticipated that the requirements in these grades will increase. Those who have been ordered to active naval service, have, in general, been specialists.

The desired ages for volunteers in the grades of captain and commander are under 50 years and un-

der 45 years, respectively. Exceptions are made, however, for officers who have required specialties.

Lieutenant Commanders—Needed are executive officers for destroyers, commanding officers of minesweepers, communicators, heads of departments on cruisers and carriers, flag secretaries, electronic experts, all types of officers for staff duties particularly on staffs of amphibious and mine warfare commanders.

Not needed at this time in the grade of lieutenant commander are engineering officers for auxiliary ships, PT boat officers, armed guard officers, civil readjustment personnel, officers whose experience is limited to small seagoing ships such as subchasers, patrol craft, landing craft, minesweepers (other than as commanding officers), and public information officers.

The desired age limits for volunteers is under 40 years for duties afloat, on staff and for duties ashore. The Volunteer Reserve pool maximum age is normally 35 years for officers who will involuntarily be ordered to active naval service.

Lieutenant commanders with a date of rank prior to 20 July 1945, are not particularly desired.

Lieutenants—Needed are officers for sea duties including qualified destroyer department heads for operations, engineering and damage control; for large combatant ships in gunnery, main propulsion, communications and first lieutenant departments; and for large auxiliaries such as transports. Also needed are CIC officers, antisubmarine warfare instructors, antisubmarine warfare officers, air interceptor instructors, qualified air control officers, photogrammetrists, officers well qualified in nets and booms, officers qualified in the electronics phase of harbor defense, all electronics specialists, and mine and mining experts other than mine sweeping. In addition, there are vacancies in special science programs for officers with high technical knowledge and training in physics, chemistry and electronics.

Not needed in the grade of lieutenant are officers whose experience is limited to small amphibious ships (unless they are qualified for command of LSTs and LSMs); PT boat



"Says he won't speak to anyone but Big Chief."

officers; officers whose experience is limited to small landing craft; lawyers for duty as lawyers; armed guard officers; and public information officers.

The preferred age of lieutenants is under 38, for duty as commanding officers and for other duties afloat or ashore. In general, lieutenants more than 40 years of age are not being accepted as volunteers. The cut-off age for issuing orders to members of the Volunteer Reserve pool for involuntary service is 32.

Lieutenants with a date of rank junior to 1 Nov 1945 are desired for the department head billets on destroyers. Officers whose date of rank is junior to 1 Aug 1944, are preferred for duties as commanding officers of smaller ships. In general, lieutenants whose date of rank is junior to 1946 are preferred for other duties as they can more readily be placed in an "under-study" status.

Lieutenants (junior grade) and Ensigns—Officers qualified for sea duty are greatly in demand, with the exception of PT boat officers.

The desired age for volunteers is under 35. Lieutenants (junior grade) in the Volunteer Reserve will probably not receive orders involuntarily if they are more than 28 years old.

Warrant officers—No more volunteers are required. No warrant officers have been involuntarily ordered into active naval service and it is not contemplated that this will be necessary.

Women officers—Wave officers are just beginning to be involuntarily ordered into active naval service. Orders will go to those in the Organized Reserve and to members of the Volunteer Reserve in a "drill pay" status.

Needed are ensigns, lieutenant (junior grade) and lieutenants, in general, below 40 years of age. Most needs are for communication, administrative and personnel officers.

No Wave officers ordered to active duty are being sent to overseas assignments.

Aviators—No aviators are being issued orders for duty in a flying status if they have been off active duty for more than 18 months as there are no retraining facilities available. Specialists are not covered by this restriction, however.

Volunteers are desired from avia-

Stateside Guard Duty Sometimes Gets Lively

Guard duty at a stateside air station can be mighty dead duty for a Marine, and sometimes is. But not always.

Take the case of Private First Class Crawford M. Allman, who was walking his posts in a military manner at Marine Corps Air Station, Cherry Point, N.C. It was night, and the aircraft parking area where the leatherneck was posted was a restricted area. Nobody but Allman should have been around, but apparently somebody was.

There were strange shadows moving among the parked planes.

But each time the sentry approached, the things making the shadows scurried away.

Allman called the corporal of the guard, as all sentries should when things get too mysterious.

The corporal of the guard came streaking into sight, his jeep's headlights funneling illumination far ahead of him. The lights caught the intruders flat-footed, and for a moment they could only stare in bewilderment.

That was long enough for the sentry and the corporal to "get the goods on them." The prowlers had no identification, no special passes, no clothes. No one could blame them for fleeing in disorder as soon as they could collect their wits. It was an embarrassed but relieved sentry who watched four units of tasty-looking venison disappear.

The corporal of the guard got out his report book.

"Four loyal American deer," he wrote. "Threat to U.S. security: none."



tion ground officers qualified in CIC, air intelligence, law and personnel administration. The majority of the billets are in the rank of lieutenant and below, but a limited number of lieutenant commanders are now required.

Aviators not currently attached to carrier or patrol Organized Squadrons who have been released from active naval service in the past 18 months are encouraged also to volunteer for active naval service involving flying. Other aviators who were released prior to June 1949 are requested to volunteer for active naval service in the aeronautic organization in a ground status stating a preference for one of the needed categories enumerated above.

In general, the following ages are being used as the maximum acceptable for officers in both flying and non-flying status; lieutenant com-

manders 44, lieutenants 36 and lieutenants (junior grade) 32.

Submarine program—Officers are needed in the grades of lieutenant and below and under 35 years of age. Officers fully qualified in submarines should be lieutenants with date of rank of 1 Aug 1946 and any officers junior to this; officers qualified SG are desired in the grade of lieutenant with date of rank of 1 Jan 1950 and any officers junior; while officers qualified SP are desired with a grade of Lieutenant (junior grade) with date of rank of 1 Jan 1947 and any officer junior to this.

Supply Corps

Only a few Supply Corps Officers are being involuntarily ordered into active naval service on a "selective" basis to meet the needs of the service.

Applications for the Supply Corps

active duty program are no longer being accepted, as of 15 March, it was announced.

Civil Engineer Corps

Orders are being issued to following groups, respectively, those who volunteer, those in the Organized Reserve, and those in the Volunteer Reserve "drill pay" status. It is not intended to dip into the Volunteer Reserve pool.

The greatest need is for lieutenants (junior grade). Lieutenant commanders and lieutenants are being given orders in categories of Organized Reserve and Volunteer Reserve "drill pay" status. Very few commanders are receiving orders.

Volunteers are needed in the grades of lieutenant commander and lieutenant with the principle demands being for public works experience at shore stations and contract experience. More than enough applications are being received from warrants, although a few machinists are desired.

Chaplain Corps

At this time the Navy is not issuing any orders involuntarily ordering officers of the Chaplain Corps to active naval service. However, they are ordering volunteers on a "selective" basis in the grades of lieutenant and lieutenant (junior grade).

Dental and Medical Corps

Officers are being ordered to active naval service in accordance with priority categories established by the Secretary of Defense.

Medical Service Corps

Officers desiring active duty should request to be called and such requests will be given consideration. Certain specialized classifications are needed. In general, requests are desired from younger officers.

Only a very limited number of officers will be issued orders involuntarily. These will go to officers holding commissions in the Allied Medical Science Group in the categories of bacteriology, public health and sanitation, physiology and psychology. No officers are required in the groups of Supplies and Administration, Optometry and Pharmacy.

Nurse Corps

Orders have, in general, been issued on an involuntary basis to those



"No, nothing special . . . Come on over, Bob."

under 40 years of age, but in the near future the age limit may have to be raised.

No nurses who were known to have been married have been ordered involuntarily although married nurses may volunteer for active naval service. No nurses with dependents under 18 years of age, regardless of status, will be accepted.

Volunteers are desired with no age limitations having been set.

School for Seabee Reserves Opens at Great Lakes, Ill.

A new Construction Battalion Reserve school at Great Lakes, Ill., is now convening each three weeks, with an enrollment of approximately 12 officers and 120 enlisted men.

Students from both the Volunteer Reserve and the Organized Reserve are attending the two-week course. Officers are of the Civil Engineer Corps and the enlisted men are Seabees. The teaching staff consists of two officers and six enlisted men.

The school trains Naval Reserve enlisted men in the construction specializations of the following Construction Group VIII ratings: steelworker, construction driver, construction electrician's mate, utilities man, surveyor, builder and construction mechanic. It trains Naval Reserve Civil Engineer Corps officers in their administrative, technical and engineering specializations.

Also, the school gives Naval Reserve Seabee enlisted personnel an opportunity to get "checked-out" in the practical factors needed for advancement in rating. And it provides special courses as directed by the Chief of Naval Personnel to meet the requirements of the Navy, Naval Reserve and other branches of the armed forces.

Broken-Service Personnel May Compete for Advance To Rate Previously Held

Regular Navy enlisted personnel who enlisted or reenlisted in a pay grade lower than that held when previously discharged are being given the opportunity to compete for readvancement to their old pay grade. The program applies to personnel who reenlisted under broken-service conditions and to certain ex-Reservists who enlisted in the Regular Navy in a lower pay grade than that held when discharged from USNR.

To be eligible for the program enlisted personnel must:

- Have enlisted or reenlisted in the Regular Navy, subsequent to 15 Aug 1945, in a pay grade lower than that in which discharged from the preceding enlistment. (Previous enlistment could have been either in Regular Navy or Naval Reserve.) Exception: Personnel who were discharged in ratings which are now included in the Navy rating structure only as exclusive emergency service ratings may be advanced only in the normal manner prescribed by BuPers Circ. Ltr. 12-50 (NDB, 31 Jan 1950).

- Not have been readvanced to the pay grade in which previously discharged.

- Be recommended by their commanding officer for readvancement from presently held rating to the pay grade in which previously discharged.

- Be found professionally qualified for readvancement by successful completion of a regularly scheduled service-wide competitive examination.

- Fulfill all the requirements for advancement prescribed by BuPers Circ. Ltr. 12-50 except for service requirements.

- For example, if a man was discharged as a BMC late in 1945 and reenlisted in the Regular Navy as a BM3 in 1950, and currently holds that rate, when the next regularly scheduled CPO exams are held he may take the regular BMCA exams and—depending on his competitive score and the needs of the service—be advanced from BM3 to BMCA-(T). If he has been advanced to BM2 or BM1 since reenlisting, he

will still be eligible to take the BMCA exam.

The number of individuals readvanced under this program will be limited by the needs of the Navy. In the event that more individuals are fully qualified for readvancement to their old pay grades than can be absorbed in the Navy rating structure, or without exceeding budgetary limitations, only an appropriate number—those with the highest competitive scores—will be readvanced.

In those ratings in which the Navy already is up to or in excess of requirements, only a limited number of readvancements will be permitted. However, those men who fully qualify for readvancement to their old ratings—but whose advancements cannot be effected because no vacancies exist in that pay grade—will be advanced to the highest pay grade in their rating in which vacancies do exist.

In other words, if an ex-BMC who is now a BM3 passes the exam for BMCA and no vacancies exist in that pay grade, he will be advanced to BM1(T) or BM2(T) if vacancies exist in either of these pay grades. (The rating of boatswain's mate is used here only as an example.)

Essay on National Security Wins First Prize of \$1,500

An essay entitled "National Security and Military Policy" took a first prize of \$1,500 in the latest United States Naval Institute General Essay Contest. The essay appeared in the March issue of the United States Naval Institute Proceedings.

In addition to the cash prize, the essay's author will also receive a gold medal and a life membership in the U.S. Naval Institute. The author, Lieutenant Commander Ralph E. Williams, SC, USN, received the cash prize during the 1951 annual meeting of the U.S. Naval Institute.

Lieutenant Commander Williams is a Texan, hailing from Pecos. He has been in the Navy since June 1941.

Deadline for entering the current Naval Institute General Essay Contest is 31 Dec 1951. The general contest is open to anyone, anywhere.

Here's Where to Write for Pamphlet on Overseas Base

If you need one of the BuPers pamphlets mentioned in our 1951 overseas housing roundup (ALL HANDS, February 1951, p. 38), you will be interested in the new address to be used in writing. Requests for the pamphlets, specifying the name of the base, should now be addressed to the Chief of Naval Personnel (Pers-G212), Navy Department, Washington 25, D.C. The change is in the "Pers-number."

Personnel affected by this program will be given only one opportunity to requalify for their old pay grades. Individuals who fail to be selected for readvancement to pay grade E-4, E-5, and E-6 as the result of the July 1951 service-wide competitive exams, or to pay grade E-7 as the result of the next regularly scheduled CPO examinations, will be advanced thereafter in the normal manner only, and will be required to meet all requirements.

All advancements effected under this program will be temporary, and subject to the policy on "temporary ratings" outlined in BuPers Circ. Ltr. 181-50 (NDB, 15 Nov 1950).

The new program was announced by BuPers Circ. Ltr. 9-51 (NDB, 31 Jan 1951).

Line Officers, 30 and Under, Needed for Duty with UDTs

Underwater demolition teams in the Atlantic and Pacific need qualified Regular Navy and Naval Reserve officers in the rank of lieutenant commander, lieutenant, lieutenant (junior grade) and ensign, according to BuPers Circ. Ltr. No. 15-51 (NDB, 15 Feb 1951).

Applicants must be line officers, not over 30 years old, who meet the requirements set forth in Article C-7306, BuPers Manual. A medical officer's statement, certifying the candidate's physical fitness as required by paragraph 21133, BuMed Manual, 1945, must accompany each application. Officers apply to Chief of Naval Personnel; Pers B1114.

Further information about UDT duty will be found in BuPers Circ. Ltr. No. 3-51 (NDB, 15 Jan 1951).

Naval Bases at New London, Hawaii Both Have Critical Shortage of Good Housing

Two more areas report critical housing shortages for naval personnel. The latest additions to the growing list are:

● *New London, Conn.*—There is an acute shortage of housing in this area and industrial expansion will add to the problem during the next few years.

Each of the four major housing projects has a long waiting list. Houses and apartments, unfurnished and furnished, vary in rent from about \$45 to \$125 per month. Two-bedroom summer houses can be rented furnished during the winter months for \$70 or more, monthly.

The New London Submarine Base provides 30-day "transient housing" for both officers and enlisted men. There is a waiting list for these furnished units which rent for \$1 per day for enlisted and \$1.50 per day for officer personnel.

A list of available housing is maintained by the Chaplain's office.

Make arrangements before you go.

● *Oahu, T.H.*—Personnel assigned to this part of the 14th Naval District must have certification of Navy housing or a legitimate civilian address before they can obtain government transportation for dependents.

At the present time, officers are waiting about eight months for unfurnished rental quarters. Enlisted personnel get assigned to quonsets after waiting six months. These are public quarters, however, and BAQ must be forfeited.

High rents are the rule in Honolulu, usually amounting to over \$100 for adequate housing. Sometimes it takes more than a month to find a suitable location. Meanwhile, newcomers must pay about \$10 per day for hotel rooms.



"Hagley, transfer yourself immediately."

Three Navy Petty Officers Get First Spot Advancements Given In Korean Action

In the first instance of its kind since World War II, three Navymen—two hospital corpsmen and a dental technician—were awarded meritorious advancements in rating. The basis for their advancement was their outstanding performance of duty in the face of hostile action in Korea.

Advanced to HM2 were Jeffrey L. Coghorn, HM3, USN, and Norman R. Jackvony, HM3, USN, who were serving as senior company aid men with Marine rifle companies. David A. Howard, DT2, USN, was advanced to DT1. Howard was serving with a regimental aid station. Like all advancements in rating at the present time, the new rates of these men are classed as temporary.

Typical of the circumstances leading to the "field promotions" is the case of Coghorn. Here are some ex-

Reservists Back on Duty Get Medals in Ceremony

Pin-on day for men of the destroyer USS *Haynsworth* (DD 700) brought a total of 245 campaign medals out of their tissue to be fastened onto blue-jumpered chests.

The presentation ceremony, which is notable for the large number of medals awarded, took place at Charleston Naval Shipyard, Charleston, S. C. Most of the awards were to Naval Reservists who had been recently called to active duty and who had not previously received their medals. Some of the men received as many as five medals.

After the ceremony, the ship's CO said, "These medals are the only tangible recognition for most of the men for service to their country which involved much sacrifice." He went on to state that he felt a dignified ceremony was a more appropriate way to award these medals than to have an impersonal distribution of medals at the ship's office.

Haynsworth was recommissioned 22 Sept 1950. Seventy-five per cent of the POs in her complement are Naval Reservists.

Helps Wounded Men After Swimming Han River Twice

Ensign Judah L. Siegal, USN, received a Bronze Star Medal for heroic achievement involving twice swimming the Han River near Seoul, Korea.

As a radio officer attached to the public information office of Commander Naval Forces, Far East, Ensign Siegal joined an advance Marine reconnaissance team to make a tape recording of the Han crossing. After returning, he led a Marine mission to recover wounded men.

cerpts from papers regarding his promotion:

"Advancement is in recognition of a high degree of professional skill, leadership, resourcefulness and devotion to duty demonstrated while serving as senior company aid man in a rifle company . . .

"Coburn has been recommended by his company commander for the Bronze Star for promptly going to the aid of 10 casualties of mortar fire and, under continuing fire, treating the wounded men, improvising litters and directing the prompt evacuation of the casualties to the battalion aid station.

"He also has been recommended by his company commander for the Silver Star for exposing himself to intensive machine gun fire in going to the aid of two wounded men and, under continuing fire, shielding them, treating them and dragging them to shelter.

Jackvony was also recommended for the Silver Star. In his case it was "for repeatedly exposing himself to intensive heavy machine gun fire and small arms fire while making six trips forward of an advance road block in a company jeep to evacuate 11 seriously wounded men."

Howard's account tells how he often stayed with casualties in the field throughout the night, seeing to their comfort until they could be evacuated. He is given much credit for stocking the regiment's aid stations with enough medical supplies to meet their needs, although the needs proved to be very large due to heavy casualties.

Twenty Members of UDT Three Are Honored for Outstanding Service in the Korean Area

Twenty members of Underwater Demolition Team Three have been decorated for outstanding service in the Korean area.

The Silver Star was awarded to Lieutenant Commander William McKinney, USN, for his leadership in clearing channels of mines.

For their work in rescuing and caring for injured men, the following received Bronze Stars, with combat "V": Lieutenant Daniel F. Chandler, USN, Lieutenant (junior grade) Philip M. Mastor, USNR; Phillip E. Carrico, SN, USN; Christie J. Coleman, EN1, USN, Lucio De La Calzada, TN, USN, William B. Derry, SN, USN; Edward M. Hazzard, BM3, USN; James W. Hoag, SN, USN; Billie LaR. Johnson, FN, USN, Dennis J. Keane, Jr., BMC, USN; Robert H. Larkin, DMSN, USN; Charles F. Laws, QM3, USN; James K. Sellers, ET1, USN; Joseph F. Staley, BM1, USN; Willis H. Taylor, SN, USN; Ralph C. Voltmer, ENFN, USN; and Robert H. Walker, BM1, USN.

For risking his life placing underwater demolition charges that removed two anchored mines, William J. Giannotti, GM1, USN, was awarded the Bronze Star with combat "V".

A Letter of Commendation, with combat "V," was awarded to Ralph D. Emerson, HMC, USN.

Lieutenant (junior grade) George Atcheson, III, USN, serving with Amphibious Group One, received the Bronze Star with combat distinguishing device for his participation in three night demolition raids. Well behind enemy lines, he remained ashore, pulling fuses and initiating explosions after the rest of the group had evacuated the area.



Parris Island Boot

'... shine ... last chance ... shine ...'

Legion of Merit Awards Given to Three Officers For Exceptional Conduct

Three Legions of Merit—two with Combat "V" and one of those two a fourth award—went to two Navy captains and a commander for exceptionally meritorious conduct in Korea.

Names of the recipients of these awards are as follows: Gold star in lieu of the fourth Legion of Merit with Combat Distinguishing Device—Captain Jesse C. Sowell, USN; Legion of Merit with Combat Distinguishing Device—Commander Frederick A. Spencer, USNR; Legion of Merit—Captain Robert C. Peden, USN.

Permanent citations awarded the officers tell of the actions which earned the Legion of Merit. Briefly summarized, they follow:

- Captain Sowell, CO of the anti-aircraft cruiser USS *Juneau* (CLAA 119), participated with his ship in knocking out four of a group of five enemy torpedo boats. Also, by daring navigation near a strange and hostile shoreline he assisted in covering and supporting the landing of a demolition team disembarked from *Juneau*.

- Commander Spencer was director of Pacific Fleet Combat Units during early operations in Korea. As a result of his planning, combat units, which he often accompanied in combat operations ashore and afloat, were soon carrying out their missions. An excellent photographic record of such operations resulted.

- Captain Peden, Commander Tractor Group, supervised the commissioning and loading of a group

Unit Commander Is Honored For Night Demolition Raids

A Silver Star Medal went to Commander Selden C. Small, USN, "for conspicuous gallantry and intrepidity as commander of the naval element of a special operations Group in action against enemy aggressor forces in Korea."

Commander Small's citation tells of his task element's three successful night demolition raids and of his own beach reconnaissances and surveys.

HOW DID IT START

Boat Hails

One of the important responsibilities of an officer of the deck is to know at all times who is approaching his ship. At night when a ship is anchored, small boats nearing a vessel are hailed by a sentry, gangway watch, or quartermaster with "Boat ahoy!" The coxswain of the approaching boat, to indicate personnel aboard, returns the hail as follows:

- "United States"—for the President.
- "National Defense"—for the Secretary or Assistant Secretary of Defense.
- "Navy"—for the Secretary, Under Secretary, Assistant Secretary, or Assistant Secretary (Air) of the Navy.
- "Fleet"—for flag officer in chief command.
- "Staff"—for chief of staff (when not in command of a ship).
- "Force"—for force commander (giving name of force).
- "Squadron"—for squadron commander.
- "Division"—for division commander (giving number of his division).
- "Flotilla"—for flotilla commander (giving name of his flotilla).
- "Brigade Commander"—for Marine officer commanding a brigade.
- "(name of ship)"—for commanding officer of a ship (ship's name is given to indicate commanding officer).
- "Regimental Commander"—for Marine officer commanding a regiment.
- "Aye, aye"—for commissioned officer.



"No, no"—for midshipman or warrant officer.

"Hello"—for enlisted man.

"Passing"—if boat does not intend to come alongside (regardless of rank of passengers).

The rank of boat passengers can also be indicated by this system of short blasts with whistle or horn:

President, 8; Secretary of Defense, Secretary of the Navy, 7; assistant secretaries of the Navy, fleet admirals, admirals, 6; vice admirals, 5; other flag officers, general officers of Marine Corps, 4; commanding officers, chiefs of staff, torpedo flotilla commanders, and Marine Corps officers commanding a brigade or regiment, 3; other commissioned officers, 2; all others, 1.

of LSTs in preparation for the Inchon invasion. Later he led the ships through a typhoon to the objective and supervised the landing of assault waves and the unloading of vital supplies and equipment in the face of enemy action and other obstacles.

346 Sailors, 107 Marines Selected for 1951 NROTC

Provisional selections for enrollment in the 1951 Regular NROTC program are complete, with 346 sailors and 107 Marines "making the list." The basis for selection was test scores attained by candidates in the Navy College Aptitude Test of 9 Dec 1950.

Names of the men who were provisionally selected are contained in an enclosure to a joint BuPers-Mar-

Corps circular letter of 26 Feb 1951 (NDB, 28 Feb 1951). States that directive in passing: "It is anticipated that another Navy College Aptitude Test will be conducted in December 1951 to obtain outstanding candidates for enrollment in the 1952 Regular NROTC program. Information concerning the exact date of the next test, deadline for submission of nomination, and similar items will appear in a BuPers-MarCorps joint letter in late summer, 1951."

The directive points out that the appearance of a candidate's name on the list which accompanied it does not necessarily mean he will be enrolled in NROTC. Final selection will be made at the U.S. Naval School, Academy and College Preparatory.

Included in the directive are instructions for provisionally selected candidates and their COs.

DD's Officers and Crewmen Are Decorated for Actions During Amphibious Assault

Officers and crewmen of USS *Collett* (DD 730) have been decorated for meritorious service during an amphibious assault on Inchon, Korea.

Lewis R. Hill, GMC, USN, received the Silver Star for heaving a fused projectile overboard.

Lieutenant Commander Rue O'Neill, Jr., USN, was awarded the Bronze Star with combat "V" for effectively directing fire against the enemy, destroying gun positions and troops.

When a direct hit put the main battery fire control system out of action, three gun mount captains maintained effective local control firing. These men—Edward J. Frodyma, BM1, USN; Earl K. Hopp, BM1, USN; and Samuel R. Hand, BM2, USN—were awarded the Bronze Star with combat distinguishing device.

For effecting waterline patches under fire, George Broom, FP3, USN, and Albert L. Reignierd, MM1, USN, earned their Bronze Stars, with combat "V."

Gary S. Huntsman, EMC, USN, contributed greatly to efforts to keep the vessel on an even keel when a



NAS Norfolk Dopesheet

'I can't find anything in the rule book that says it's illegal.'

fuel tank became flooded and oil tanks were ruptured, earning a Bronze Star with combat distinguishing device.

Ensign Robert G. Lalicker, USN, received the Bronze Star with combat "V" for rendering first aid under fire. Lieutenant Commander Howard C. Teaford, USN, counter battery officer and spotter, and Lieutenant (junior grade) Robert E. McCabe, USN, who maintained control of all fires and floods, received the Bronze Star with combat "V."

Eight others received Letters of Commendation, with combat "V." They were: Commander Robert H. Close, USN; Lieutenant Harry E. Rorman, USN; Lieutenant (junior grade) Edward W. B. Jeffes, USN; Ensign Gerald W. Dyer, USN; Francis S. Austin, MMC, USN; C. F. Harshfield, RMN1, USNR; John J. Kelley, Jr., FCC, USN; and Troy D. Martin, SA, USN.

Reservists Under Draft Age Not Ordered Involuntarily

Here is the current picture concerning the entry of young Naval Reservists and Marine Corps Reservists into active duty:

- Reservists under draft age (19 years at present) are not being ordered to active duty unless they volunteer for such duty.

- Naval and Marine Corps Reservists under draft age may volunteer for active duty and will be accepted.

Also, men younger than the current draft age may enlist in the Regular Navy and Marine Corps.

Motion Picture Exchange Lists Movies Distributed To Ships and Stations

The movies listed below have been obtained by the Navy Motion Picture Exchange, Brooklyn, N.Y., and are being distributed to ships and overseas bases. Program numbers are included here for the convenience of personnel drawing motion pictures. All prints are of the 16-mm size.

ALL HANDS will carry new Navy Motion Picture Exchange listings from time to time.

Halls of Montezuma (526): U.S. Marine drama in technicolor; R. Widmark, J. Palanca.

Joan of Arc (544): Drama; I. Bergman, J. Ferrer.

All About Eve (539): Stage drama; B. Davis, A. Baxter.

The Flying Missile (541): U.S. Navy drama; G. Ford, V. Lindfors.

Where Danger Lives (525): Crime

Boatswain's Mate Rescues Two Persons in Six Weeks

A boatswain's mate with a knack for saving lives has himself two letters of commendation, both earned within a month and a half for rescuing drowning men in the oily waters of Philadelphia naval shipyard.

The man is John Johnston, BM1, USN. In mid-September 1950 he was nearby when a civilian metal worker, attempting to step from a float onto the tug YTL 232, fell overboard. Johnston dived into the waters, reaching the victim's side only after he had twice gone under. The Navyman kept the yard worker out of danger until he was lifted on board the tug.

The second victim was a shipmate of Johnston's. On the last day of October 1950, the shipmate fell overboard from the tug YTB 149. The swirling current around pier four pulled him under twice, and again Johnston reached his man just in time. Until the tug came by with a line, Johnston held the man's head safely above water.

The actions won Johnston two Secretary of the Navy letters of commendation, the first with a commendation ribbon and metal pendant.

AD Is Awarded Medal for Saving Life of Hurt Pilot

Here is one way to get a Navy and Marine Corps Medal: Climb out of a helicopter over a cold, choppy bay; detach yourself from the lowering-away gear and drop into the water; keep a struggling, semi-conscious man afloat until reached by a rescue boat.

That's the way Albert M. Chambers, AD2, USN, did it—although he had no thought of a medal in mind at the time. The act took place at Narragansett Bay near Newport, R. I. The man rescued was the pilot of a carrier-based plane which had crashed into the water. Says Chambers' citation, "By his courage, initiative and skilled handling of an extremely hazardous situation, he undoubtedly saved the life of the injured pilot."

melodrama; R. Mitchum, F. Domergue.

Southside 1-1000 (521): Crime melodrama; D. DeFore, A. King.

Mr. Music (535): Musical; B. Crosby, R. Hussey.

The White Tower (529): Drama in Technicolor; Valli, G. Ford.

Grounds for Marriage (543): Comedy; K. Grayson, V. Johnson.

Bandit Queen (540): Western; B. Britton, W. Parker.

Federal Man (524): Melodrama; B. Henry, P. Blake.

Bunco Squad (536): Crime melodrama; R. Sterling, J. Dickson.

Short Grass (538): Western; R. Cameron, C. Downs.

Prisoners in Petticoats (530): Melodrama; V. Perkins, R. Rockwell.

It's a Small World (528): Melodrama; P. Dale, L. Miller.

Undercover Girl (542): Melodrama; A. Smith, S. Brady.

Revenue Agent (533): Melodrama; D. Kennedy, J. Miller.

Rookie Fireman (522): Melodrama; B. Williams, B. McLane.

When You're Smiling (532): Comedy; J. Courtland, L. Albright.

Frenchie (523): Western; J. McCrea, S. Winters.

The Outriders (527): Technicolor western; J. McCrea, A. Dahl.

For Heaven's Sake (531): Comedy; C. Webb, J. Bennett.

Walk Softly Stranger (537): Melodrama; J. Cotten, Valli.

Sugarfoot (534) Western; R. Scott, A. Jergens.

Recruit Training Program Open to Women Reservists

A two weeks' recruit training program has been reestablished for women Reservists at the 9th Naval District Headquarters, Great Lakes, Ill.

It will be open to O-1, V-1 and V-6 recruits and apprentices in the

QUIZ AWEIGH ANSWERS

QUIZ AWEIGH is on page 39

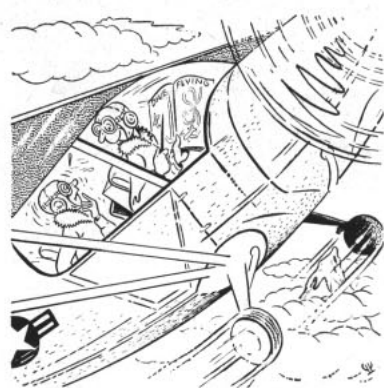
1. (b) Welfare and recreation leader.
2. (c) Transportation man.
3. (c) Steer course of dotted line.
4. (a) "Burdened." The vessel having the other to port is "privileged," and the vessel having the other to starboard is "burdened."
5. (c) Antisubmarine (or antitorpedo) net floats or buoys.
6. (c) Sometimes more than two miles long.

Now It's Back-Seat Drivers in Airplanes

The breadwinner of any auto-owning family will say there are enough back-seat drivers in the world, but not so the Marines in Korea. They are teaching ground officers—artillery and tactical air observers—the rudiments of back-seat flying.

The logic is sound enough. Should the pilot of one of the light "grasshopper" planes be wounded in flight, there was no reason why all should be lost. No reason, that is, except that the observer in the rear seat didn't as a rule know what to do with controls in his cockpit.

So—it was decided that the observers, approximately a dozen in number, would be taught what to do if any of them should suddenly find themselves in supreme command of a two-place *Cub*. To give them a "trainer," mechanics added a salvaged instrument panel to the



other basic devices in the rear cockpit of one of the small planes. Flying lessons are given when there's time, followed by evening bulb sessions in a squadron tent.

Their little school will save lives of pilots and observers, and will keep in the air sorely needed observation planes, the Marines hope.

Naval Reserve who are serving their first period of enlistment.

The curriculum is patterned after the Regular Navy recruit training program and incorporates all of the practical factors necessary for advancement.

Classes will convene on the third Monday of each month and applications should be received at least 30 days before the convening date for each course.

New PubInfo Photo Course Now Open to PHs and AFs

Photographer's mates and aviation photographer's mates, third class and above, may enroll in a new course in public information photography.

The one month course is designed to provide professional training for Navy enlisted photographers engaged in public relations activities and will be given under the direction of the Pictorial Branch, Office of Public Information, Department of Defense.

Candidates selected must have 18 months' obligated service upon entering the course and must furnish their own camera with flash gun and other accessories while film,

bulbs, chemicals and other equipment will be furnished. Selection should be based on photographic skill and the ability to recognize newsworthy subjects.

Returnable quotas of two to each class are now available. Requests for quotas should be addressed to the Chief of Naval Personnel (Attn: Pers-B212e).

Those chosen will be ordered to report to the Commanding Officer, Naval Receiving Station, Washington, D. C. Courses are scheduled to convene on the first working day of each month.



'But I told you we'd see a good show tonight.'

WHAT'S IN A NAME

Daiquiri Cocktail

An interesting story concerning the Daiquiri cocktail is related by Rear Admiral Lucius W. Johnson, MC, USN (Ret.), of San Diego, Calif. Of this popular drink (pronounced Di-keh-ree) Rear Admiral Johnson has this to say:

"When the Atlantic Fleet reached Guantanamo Bay shortly after the New Year in 1909, there was great interest in seeing the places associated with the events of the Spanish-American War. With Surgeon John D. Manchester, I visited San Juan Hill where Theodore Roosevelt and his Rough Riders won fame. Then we went to

the beaches at Siboney and Daiquiri where the Army disembarked from its transports (during the war).

"At Daiquiri, while viewing the beach, we met a genial person who introduced himself as Mr. Jennings Cox, United States Consul at Santiago, Cuba. He invited us to join him in an attractive beach house near by. It belonged, he told us, to the Cuban-American Iron Company which maintained it as a recreation place for its administrative employees, most of whom came from the U. S.

"He prepared for us a most refreshing drink which, he said, he had recently concocted. He used the juice of one lime, a jigger of the local Bacardi rum, and one-half teaspoonful of sugar. He impressed on us the importance of avoiding bitters, and of preparing each drink in its glass. He said the new drink was being called the Daiquiri cocktail because it had originated there.

"On the return of the fleet (to the U. S.) the new cocktail was introduced into the Army and Navy Club in Washington, then to the University Club in Baltimore. From there it spread rapidly to all ports of the world where ships of the Navy went."



New Staff School Graduates 25 Chaplains Every 8 Weeks

Twenty-five new chaplains are graduating each eight weeks from a new staff officers' indoctrination course for chaplains at the Navy's

General Line School, Newport, R. I.

In their two-month period of intensive study, the students — civilian clergymen — are given a broad knowledge of Navy life. They are taught ship organization, military law and general naval orientation by three instructors who are Navy line officers. Three other instructors, themselves Navy chaplains, emphasize the broad tolerance and deep human understanding that the military chaplaincy requires.

The final two weeks of the course are spent in visiting naval activities in the states neighboring Rhode Island. There the forthcoming chaplains see in practice the theories they have been taught. After completing the course, the chaplains are assigned to Navy and Marine Corps units ashore and afloat.

A similar course exclusively for indoctrinating new chaplains was offered by the Navy during World War II, at William and Mary College, Williamsburg, Va. The present course began on Monday, 26 Feb 1951.

Record Class of 469 At Information School

A record-breaking class of 469 officer and enlisted students received certificates at the Armed Forces Information School, Carlisle Barracks, Pa.

The graduating class, which included students in both Public Information and Information and Education, was the largest in the school's history. Seventeen members of the women's services were among those awarded certificates.

The first AFIS class at the school's new location, Fort Slocum, N.Y., will convene on 18 April.

Shore Duty Eligibility List Stays in Effect But Rotation Is Halted

The semi-annual tabulation of the shore duty eligibility list will not appear in this issue of ALL HANDS. The SDEL is, however, still in effect and personnel newly requesting shore duty will be placed on the SDEL for consideration along with those currently on the list.

Orders to a normal tour of shore duty have been held in abeyance since 12 July 1950. When the current expansion of the Navy has been completed and the Korean situation permits, it is planned to resume sea/shore rotation. This expansion and the international situation are, of course, the reason why normal rotation is not now in effect. In the meantime, the SDEL is definitely ready to go when the word is given, and BuPers hopes it will be sooner than later.

BuPers Circ. Ltr. 36-50 (NDB, cumulative edition, Jan-June 1950), is the official directive on shore duty, including humanitarian shore duty, and you should refer to it for any detailed information.

For your own benefit you should keep BuPers informed at all times of changes in your status. Personnel who have been placed on the SDEL and have had a change of address, change or advancement in rating since submission of original request for shore duty, or who desire to change their choices for shore duty, should inform the Chief of Naval Personnel (Attn: Pers-B211k), via their commanding officer.

Coco Solo Naval Air Station Is Undergoing Reactivation

Coco Solo, the place of the lonely coconut, is again beginning to bustle. Its naval air station is undergoing reactivation to become the base for a seaplane patrol squadron.

The naval station known as Coco Solo, located a few miles from Cristobal, Canal Zone, and Colon, Republic of Panama, first came into existence in April 1917. That statement is true in more ways than one, for the area itself was made of coral dredged from Manzanillo Bay.

Planes and submarines have been

stationed there, sometimes concurrently and sometimes separately, most of the time since 1917. Exceptions were in 1922, when the place was inactive for a brief period, and again in 1950. Submarines were removed from Coco Solo in 1943, and stationed at the other end of the Panama Canal.

During World War II the station was used as a fleet air support and patrol plane base, but was put into a "partial maintenance" status in the early part of last year. Anyone going to Panama in connection with the reactivation of Coco Solo can find much information about the area in the April 1950 issue of *ALL HANDS*.

Medical Officer Transfer Deadline Is 9 July 1951

Medical officers of the Navy, Army and Air Force—both Regular and Reserve—who wish to apply for transfer from one military service to another should do so before 9 July 1951.

Eligible for such transfer are officers of the Medical Corps, Dental Corps, Nurse Corps, Medical Service Corps, Veterinary Corps and Women's Medical Specialist Corps. Transfers will be made only upon the individual officer's request and with the approval of both military departments concerned. Retired officers, and commissioned warrant officers of the Navy Hospital Corps, are not eligible.

Public Law 779, 81st Congress, is the authority for such transfer. The following military publications govern submission and processing of applications:

- *Navy*—Active and inactive duty personnel: BuPers Circ. Ltr. 196-50 (NDB, 15 Dec 1950).
- *Army*—Active duty personnel: Section I, DA Circulars 70 and 71, 1950. Inactive duty personnel: Section II, DA Circular 71, 1950.
- *Air Force*—Active duty personnel: Air Force Letter No. 36-44, 13 Dec 1950. Inactive duty personnel: Air Force Manual 36-5, December 1950.

For purposes of promotion, seniority and retirement, personnel transferred will be credited with federal service already performed. Unused leave may be transferred without loss.

Ship's Crew Members Build Lush Recreation Room

People on their way to or from Pacific bases sometimes find it pleasant and convenient to drop in at the Bamboo Room. There they can relax in deep, comfortable chairs, read magazines, write letters, listen to the radio, perhaps even see and hear a south-sea orchestra.

Where's the Bamboo Room?—a person would be justified in asking.

It's not in San Francisco, not in Honolulu, not in Manila or Tutuila. But it's often somewhere between. The Bamboo Room is aboard the MSTs transport *uss General H. W. Butner* (AP 113), and is sometimes more prosaically known as the crew's recreation room.

The Bamboo Room came into being when the recreation compartment got a going-over by shipboard decorators. Renovation was accom-

plished through joint efforts of *Butner's* skipper and members of the ship's recreation committee. They used welfare funds, where expenses were encountered—profits on ship's store sales to crew members. Thus there was no expense to the government.

Soon after the new recreation room first opened its doors, a Hawaiian troupe came aboard for one leg of a tour of Pacific military installations. They volunteered a performance as a fitting initiation for the Bamboo Room, and the crew's only regret was that they couldn't be retained, full-time.

Members of the Bamboo Club point with some pride at the strict requirements for joining. Even the dress is "formal": blues or whites. Non-crew-members can get in by invitation only.

Fight Against Polio Aided by U. S. Ships

"*Missouri* challenges any ship in Task Force 77. . . ." read the commanding officer's message to other U.S. vessels in Far Eastern waters.

The occasion was the annual March of Dimes, the drive to aid in the fight against polio. *uss Missouri* (BB 63) has donated nearly \$8,000, averaging four dollars per man.

Challenges and counter-challenges flew over the waters. On *uss Philippine Sea* (CV 47), more than \$9,200 was collected, more than three dollars per man. The carrier's men were also engaged in another, more personal drive—donation of 400 pints of blood for fighting forces in Korea.

All kinds of ideas were put forth to raise the March of Dimes money. On *uss Charles S. Sperry* (DD 697), the crew set a goal of \$697 to match their hull number. They met it and went over, to \$703.

The destroyer *uss Borie* (DD 704) sent a message to all ships of the Pacific Fleet telling of their \$1,300 contribution, challenging all comers on a per-man donation basis.

Receiving the challenge, *uss Hanson* (DD 832) came up with \$1,500—more than five dollars per man from their 288 officers and crewmen.

Much of *Hanson's* large contribu-

tion resulted from ingenious ideas. One was an auction of articles donated by crewmen—cameras, pictures, paintings, cameos, musical instruments. A Japanese trumpet brought spirited bidding that stopped at an officer's high offer of \$10.

Said the auctioneer, an enterprising man: "Sold—for \$11!"

The bewildered high bidder handed it over.

Marines in Korea were well represented in the final tabulations. Fighting Leathernecks of the First Marine Division set a goal for themselves—\$30,000—and went over it. The final count was \$30,135.63, of which more than half came from the division's three infantry regiments.



"Oh, don't tell him that, Crawford. Dad's an ex-chief."

Here's the Status of Current Legislation of Interest to Naval Personnel

Below is a summary of Congressional action on bills of interest to the naval establishment.

The last legislative roundup was in **ALL HANDS**, March 1951, p. 55.

Servicemen's Indemnity—H.R. 1: Passed by House and Senate in different versions and sent to conference for agreement; to provide gratuitous life indemnity of \$10,000 to designated beneficiaries of servicemen who die in active service. (In passing the bill, the Senate adopted an amendment protecting the serviceman's National Service Life Insurance from lapse or forfeiture under certain circumstances.)

Tax Exemptions—S. 891: Introduced; to provide additional exemptions from the income tax for servicemen on active duty. (The bill provides an additional exemption of \$500, plus another additional exemption of \$100 for each dependent, over and above the customary taxpayer's exemptions. The serviceman must have 90 days on active duty unless he was discharged for



'I'm warning you—she can't even swish suds in a dishpan without getting seasick!'

service-incurred or aggravated injury or disability or died in active service.)

Gift Importations—H. R. 2141: Passed by Congress and signed by the President, now Public Law number 1; to extend for two years the existing privilege of importation of gifts from members of the armed forces on duty abroad.

Attaches Reimbursement—S. 935 and H. R. 2737: Introduced; to authorize the reimbursement of certain naval attaches, observers and other officers for certain expenses incurred while on authorized missions in foreign countries.

Midshipman's Clothing—H. R. 2736 and S. 843: Introduced; to authorize advances for clothing and equipment for midshipmen at the Naval Academy and cadets at the Military Academy.

Survivors' Benefits—H. R. 1029: Introduced; to provide benefits for survivors of the uniformed services. (The bill provides an annuity for the widow in the amount of 25 per cent of the highest base pay the serviceman held, or, under a second option, 1½ per cent of the highest base pay multiplied by the number of years of active service, not to exceed 30 years. An additional amount is provided for each child, not to exceed \$900 divided equally among the children. Additional provisions pertain to annuities for children when there is no surviving widow. Deductions from the monthly pay of each serviceman will be paid into the annuity fund, ranging from a

high of \$15.50 per month from the pay of chief petty officers on submarine duty to a low of \$.50 per month from seaman recruits receiving basic pay only. The annuities will be paid to survivors of officers and enlisted men, cadets, midshipmen and retired personnel.)

Record Review—H. R. 2245: Introduced; to authorize the Secretary of the Navy to review the records of commissioned Navy and Marine Corps officers who failed of advancement during the war. (The review will be made at the request of an officer who failed of advancement between 24 July 1941 and 7 Aug 1947. The review must be requested within six months of passage of the Act. The basis of review will be to determine if there was any administrative error or other circumstance of administration that in the opinion of the board caused the officer concerned to fail of such advancement.)

Leave Credit—H. R. 2186: Introduced; to authorize the leave credit to officers of the armed services who were denied such credit as a result of certain changes in their status between 8 Sept 1939 and 9 Aug 1946. (Provides that any officer, Regular or Reserve, who [1] was retired between 8 Sept 1939 and 9 Aug 1946; [2] was recalled to active duty immediately after retirement; and [3] was deprived of leave credit solely because of its having accumulated prior to his being placed on the retired list. Upon application, he can be compensated for the amount of leave he was deprived of, but not in excess of 120 days.)

Interservice Transfers—H. R. 193: Introduced; to authorize the interservice transfer of officers. (Upon application the officer, if the bill is enacted, will be able to transfer between the Army, Navy and Air Force, retaining both his grade and relative seniority within the grade.)

Reserve Benefits—H. R. 928: Introduced; to provide benefits for members of the Reserve components of the armed forces who suffer disability or death from injuries incurred while engaged in active duty training for periods of less than 30

New Synthetic Arm Developed for Navy

The next time the "doc" approaches you with that long needle, don't flinch. It probably won't hurt a bit—if he's been practicing on the Navy's new synthetic arm.

Designed to teach military personnel how to give hypodermic injections and withdraw blood, the gadget is a life-like reproduction of a human forearm. It has a flesh-colored vinyl resin "skin" covering a series of light and dark latex tubes which simulate the veins.

A built-in reservoir controls a colored fluid that "pulses" through the "veins" like blood. Pulse rates can be imitated.

The plastic "skin" can be produced in several thicknesses, enabling the trainee to practice locating the veins by touch as well as by sight.

Plans are being considered for the development of similar synthetic body sections.

days or while engaged in inactive duty training.

Death Gratuity—H. R. 18: Introduced; to authorize payment of death gratuity in active or training service of personnel of the uniformed services, Regular and Reserve. (The death gratuity will be equal to six months pay at the rate to which the deceased person was entitled at the time of death.)

Transportation of Effects—H. R. 1199 and S. 330: Introduced; to amend the Missing Persons Act to provide for transportation of dependents and effects of personnel when death is due to other than military or naval operations. (Pertains to servicemen officially reported as dead, missing, interned in a neutral country or captured by the enemy.)

Register Publication—H. R. 1183 and S. 321: Introduced; to authorize the Secretaries of the Army, the Navy and the Air Force, with the approval of the Secretary of Defense, to cause to be published official registers of their services.

Records Sale—H. R. 1182 and S. 319: Introduced; to authorize the Secretary of Defense and the Secretaries of the Army, Navy and Air Force to reproduce and sell copies of official records of their respective departments. (Pertains to current records including papers, manuscripts, documents, books, photographs, lantern slides, motion picture films, sound reproductions consistent with national security.)

Olympic Games—H. R. 1184 and S. 317: Introduced; to authorize the training for, attendance at and participation in Olympic Games by service personnel.

Mess Operation—H. R. 1201 and S. 314: Introduced; to amend existing law so as to provide that a mess operated under the direction of a Supply Corps officer can be operated either on a quantity or on a monetary-ration basis.

Correction Payments—H. R. 1181 and S. 308: Introduced; to amend existing law so as to authorize payment of claims arising from the correction of military or naval records.

Transportation of Effects—H. R. 1202 and S. 329: Introduced; to authorize payment for the transportation of household effects of certain naval personnel.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current *Alnavs*, *NavActs*, and *BuPers Circular Letters*, not as a basis for action. Personnel interested in specific directives should consult *Alnavs*, *NavActs* and *BuPers Circular Letter* files for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands; *NavActs* apply to all Navy commands and *BuPers Circular Letters* apply to all ships and stations.

Alnavs

No. 13—Changes existing visual requirements.

No. 14—Gives information on housing shortage in Germany.

No. 15—Changes clothing monetary allowances and prices of small stores items.

No. 16—Calls for roster of Air Force patients on the sick list of naval medical facilities.

No. 17—Corrects *Alnav* 15 in regard to price of black thread.

NavActs

No. 3—Pertains to processing of priority able and baker requisitions.

BuPers Circular Letters

No. 14—Lists identification symbols and numbers for Navy discharge certificates.

No. 15—Announces that applications are wanted from Regular and Reserve line officers of lieutenant commander and below for underwater demolition team duty.

No. 16—Gives instructions for payment of special federal excise taxes by non-appropriated fund activities in continental U.S., Alaska and Hawaii.

No. 17—Changes qualifications required of enlisted personnel to commissioned grade in the Naval Reserve.

No. 18—Provides information on application forms for basic allowance for quarters.

No. 19—Announces that Indiana state legislature has extended the deadline for filing applications for the Indiana bonus to 30 Apr 1951.

No. 20—Contains summary of general information on various types of retirement and facts about current administrative procedures and rules concerning retirement.

No. 21—Lists cancelled Bureau of

Naval Personnel circular letters.

No. 22—Lists officer promotions.

No. 23—Contains additional information on service-wide competitive examinations scheduled for July 1951.

No. 24—Establishes rules for 1951 Inter-Service Photography contest.

No. 25—Gives instructions and procedures of naval aviator disposition boards.

No. 26—Concerns requests for detachment of officers for disciplinary reasons or for unsatisfactory performance of duty.

No. 27—Amends instructions for designators of officer personnel.

No. 28—Lists officer promotions.

No. 29—Announces information in regard to travel of dependents to Japan.

No. 30—Announces new instructions for the Navy personnel accounting system.

U.S. Sailor Interprets For Turks Aboard Repose

"Talking Turkey" to the Communist forces in Korea is one thing; speaking the difficult Turkish language is another. The U.S. Navy had great manpower for the first-mentioned job, but only one sailor on board the hospital ship *uss Repose* (AH 16) for the second, when wounded Turkish-U.N. soldiers came aboard.

The California-born sailor, Barkev H. Aharonian, HN, USNR, did a fine job of talking Turkish to the Turks. One part of his work was to interpret for wounded Turkish soldiers so that their difficulties could be explained to doctors. Another part was to read and interpret war news to the men.

Aharonian's valuable linguistic knack was acquired from his parents, who came from Armenia. Says Aharonian, "All the Turks were very grateful for the naval medical service and help rendered to them by all the American hospital corpsmen, doctors and nurses."

Also, they were grateful for their interpreter. They even wanted to take him back to Turkey with them.—Felix B. Grosso, JO1, USN.

BOOKS:

VARIETY IN READING IS SPICE OF LIFE

WHEN, in the course of their daily work, the BuPers library people see a new book they think will be entertaining or valuable for Navy readers, they set wheels to turning. Before the resulting chain of action has run its course, a good many copies of that book have gone out to ship and station libraries. Here are some of the best and latest.

★ ★ ★
● *The U.S. Marines and Amphibious War*, by Jeter A. Isely and Philip A. Crowl; Princeton University Press.

Until U.S. Marines proved otherwise, most military experts had come to believe that modern weapons had rendered obsolete any seaborne attack against a defended beach. But during the years between World War I and World War II—years when this belief was strongest—a small group of U.S. Marines theorized and practiced, developing a doctrine whose basis was quite the opposite. This doctrine later carried the Marines

across bitterly contested beaches with world-rocking power.

The U.S. Marines and Amphibious War begins by discussing the mission of the U.S. Marines—the amphibious assault. It then goes back to evolution of an amphibious doctrine, 1901-1934 and ahead from there through Marine actions in World War II. The book's final chapter is a review of amphibious progress in the years 1941 through 1945.

A mention has here been made of the subject matter of the first two chapters and the last; a glance at the titles of the other nine will do much to reveal the book's subject matter. Here they are: Training for Amphibious War, 1934-1942; Background for Guadalcanal, the Decision to Attack; Initial Offensives, Solomons—New Britain—New Guinea; The First Major Assault, Tarawa; The Marshalls, Gaining Momentum; The Marianas, Bases for the AAF; Palau and the Philippines; Marines in Support of MacArthur; The Supreme Test, Iwo Jima; and Okinawa, Springboard to Japan.

This is a scholarly book of more than 600 pages—a comprehensive study. It will undoubtedly be a reference classic in the field of amphibious warfare and the history of the U.S. Marines.

★ ★ ★
● *World So Wide*, by Sinclair Lewis; Random House.

Here's Sinclair Lewis's twenty-second and last novel—a story of an American abroad in 1950. Our man this time is Hayden Chart, an architect from New Life, Colo., just made a widower in an auto accident.

After the time of healing, there is Italy—and a new-paced life in a chilly, uncomfortable pension in Florence. And new girl-interests: pert little Roxana from back home, and Olivia Lomond, scholar and authority on all things belonging to medieval Italy.

The publishers call this book "typical Lewis," and to some extent their appraisal is undeniably correct. Here is the old satire, the same sense of the ridiculous in the human being with which Lewis readers long have been familiar. But to this reviewer, it seems that here the old war-horse

had come to breathe a little less the odor of fire and more that of ozone. This last novel may make some American tourists squirm a little in embarrassed self-recognition—as some should. But one feels, happily, that this time no character is anything less than a normal earthling.

World So Wide is a pleasant finale to a long and exciting career.

★ ★ ★
● *The Impudent Rifle*, by Dick Pearce; J. B. Lippincott Company.

This is the story of Lieutenant Philip Royall, a young West Pointer who volunteered for duty beyond the Mississippi in the days of Andrew Jackson. It's the story of Beth Sprague, daughter of the Indian Commissioner, and of Harriet Ollers, a wild and passionate half-Indian girl.

The Impudent Rifle is a romantic and action-packed tale of the days of Indian wars and lonely Army posts in the old Southwest. Part of the story was serialized in one of America's most popular magazines. A book has to be good, for that to happen to it.

★ ★ ★
● *Sink 'Em All: Submarine Warfare in the Pacific*, by Charles A. Lockwood, VADM, USN (Ret); E. P. Dutton and Co., Inc.

This book was written by the naval officer who in May 1942 took over the job of Commander, Submarines, Southwest Pacific, and who commanded our submarines in the Pacific during most of the war. It's a volume which will attract the attention of a great many people, particularly among those in some way associated with submarines and to the greatest extent among those who were in the "Silent Service" during World War II. This is perhaps not exactly as it should be, for the great civilian public which ought most to increase its knowledge of the Navy's undersea accomplishments should constitute its greatest readership.

Sink 'Em All has its niche to fill. It covers a phase of our Pacific war which has received little publicity and deserves more. While written from the command-level viewpoint, it keeps the viewpoint of every man in mind. While giving all due praise where praise is due, it makes no attempt to gloss over failures; they are evident enough where they occurred—particularly in the field of ordnance.

SONGS OF THE SEA



One More Day!

Can't you hear those gals a-calling
Can't you hear the capstan pawling.

Put on your long-tailed blue, my Johnny,
For your pay is nearly due.

Only one more day, my Johnny,
One more day!

Oh, rock and roll me over.
Only one more day!

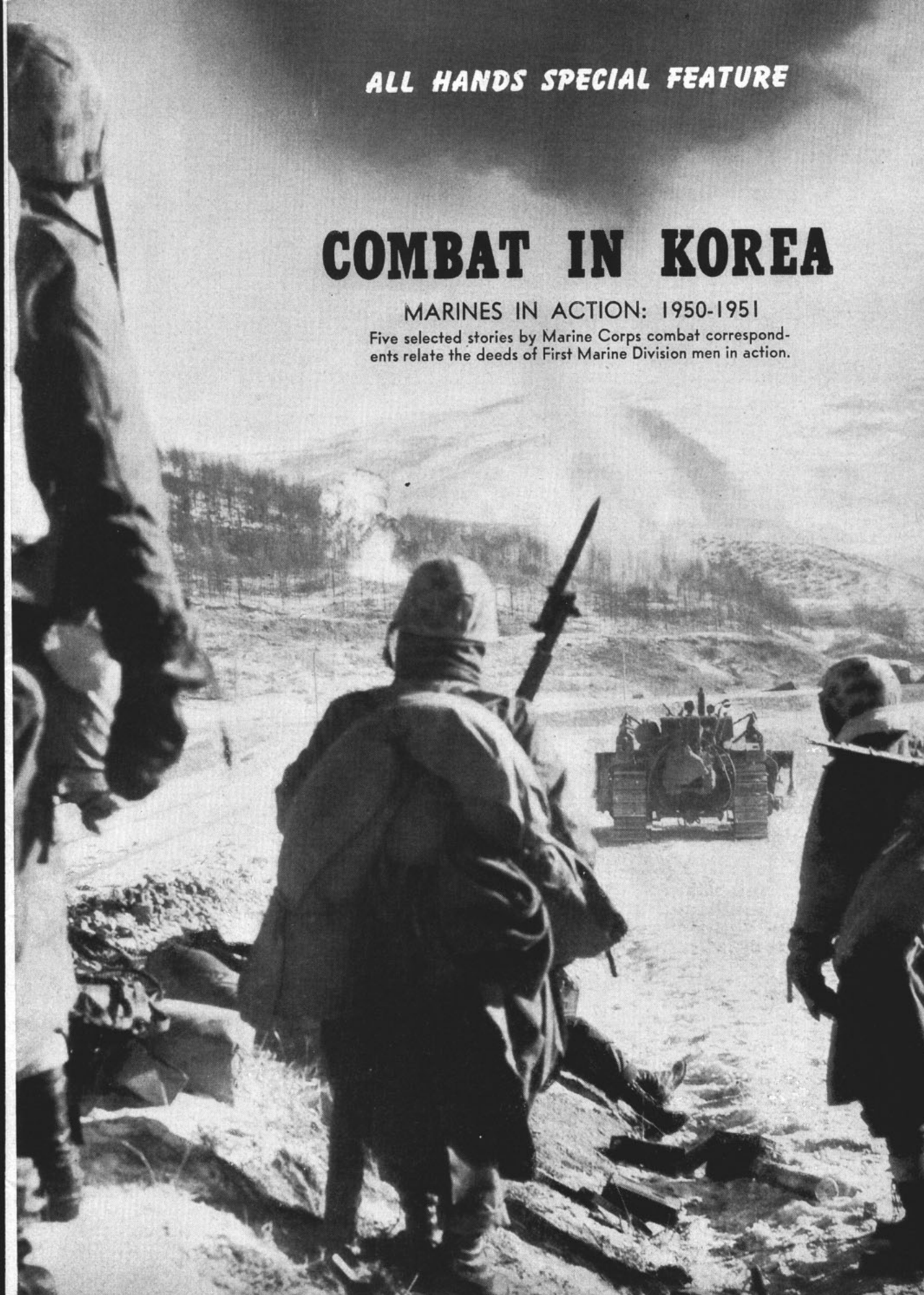
—Old Sea Chantey.

ALL HANDS SPECIAL FEATURE

COMBAT IN KOREA

MARINES IN ACTION: 1950-1951

Five selected stories by Marine Corps combat correspondents relate the deeds of First Marine Division men in action.



COMBAT IN KOREA



"Every Marine's a rifleman," the men of the Corps say. After that, they are specialists—artillerymen, machine gunners, jeep drivers . . . combat correspondents.

Because they know the life of the man on the firing line, live with him and sometimes fill gaps in the line, Marine Corps combat correspondents cover the war with a touch, a feeling of closeness, that is rarely equalled by other writers.

They faithfully report what they see—the inbred heroism of the fighting Marine, his irresistible humor in the face of danger, the pride he feels for his outfit. You can find all these facets of the Marine and his war in the following combat stories from Korea.

"SNOW-AND-BLOOD HILL"

By TSgt James C. Jones, Jr., USMCR

When the artillery is not able to blow the enemy out of his position, when aircraft cannot rout him from his emplacement, there is little doubt as to whom the job will fall. In fact, there is never any doubt.

For that reason, the infantry jumped off in the early hours, headed for the high mountain pass south of Koto-ri, the pass which had to be opened before the trapped First Marine Division and elements of the Seventh Army Division could break through to Hungnam.

A Marine battalion went into the approach march. The main body of Chinese Communist forces was dug in eight miles up in the mountains. The Marines started up the narrowing valley, straight into the first drifting flakes of what was to develop into a blinding snowstorm.

Able Company's mission was to clear the high ground to the right flank. This is the company the Marines call "Able Able—Hot To Go!" The hard-charging company earned its respected title on the beach at Inchon, in the streets of Seoul and Yong-Dong Po, and in the mountains around Kojo in North Korea.

In mid-afternoon, Able met its first heavy resistance. The snowstorm had reached blizzard proportions. The gale blowing down from the north whipped the snow so that visibility was cut to 10 or 15 feet. Through the swirling mass Able Company walked up the spine of a ridge, directly into a machine gun nest. Able returned the fire, but visibility was so poor that Captain Bob Barrow

of St. Francisville, La., ordered his men to dig in until the storm abated.

Throughout the night, the storm continued. By dawn the skies were clear, but the gale had grown in force. Men needed no coaxing to stay low; they couldn't stand up against the force of the blast.

The elements notwithstanding, Able Able lived up to its name. The machine gun nest was cleaned out. But a harrowing scene remained. The ridge continued another 400 yards, then tapered up into a mountain peak. The Chinese were waiting, entrenched in strongly protected bunkers and emplacements. Between the more heavily fortified positions, standing-type foxholes dotted the ridge and the approaches.

The Chinese did not have to rely long on their well-known patience. Able Company went into the assault immediately.

"We did everything by the books," said Captain Barrow later. "I used every ounce of military strategy I've ever learned. My platoon leaders, platoon sergeants and men did the same. But I'm telling you, they had us outnumbered. You know in the books they say that an assault force like ours should have the odds 3-1 in its favor. Instead, the goo-goos had us on the short end of 2-1 in *their* favor."

The odds weren't high enough. Able fought up the ridge all day. At dusk, the Marines occupied the hill. Nobody made an official count of the dead. The reason? As the Marines killed Communists, they rolled the bodies out of the foxholes and bunkers, sending them tumbling down the steep mountainside. With the fierce battle finally over, nobody had energy left to slide down the slopes, count the dead Reds and clamber back up the ridge. Well-founded estimates, however, placed the enemy dead at from 350 to 500. Hard-hit itself, Able mopped up the remaining Chinese by driving them down the reverse slope directly into the uphill fire of Baker Company, which was taking the enemy ground along the road.

But for Able Company's heroic attack, the divisions retreating from the north would have faced a tremendous battle, for the Chinese had a two-mile stretch of the main service road—the only road—zeroed-in with heavy mortars and machine guns. They commanded every inch of the high ground to the north. They prob-

ably thought they commanded every inch of the lower ground to the south. But they had reckoned without Able Able.

From his command post, Captain Barrow surveyed the bloody ridge below him, the ridge he had struggled up. Captain Barrow's eyes were streaming.

"I started up this hill yesterday with 223 men," he said. "This morning, I could muster only 111 men. My boys came up this hill on blood and guts alone. Some of my boys came up this hill knowing full well they had but minutes to live. They didn't hesitate a second. They assaulted. It's a miracle anyone got up this hill at all.

"The goo-goos had potato-masher grenades. They could throw them further than my boys could throw our grenades. But my boys were more accurate. My boys stood right below this CP and for thirty minutes they did nothing but throw grenades up the hill, while the goo-goos were throwing those potato-mashers down on us."

The captain stood up, braced against the wind, and walked around to the other side of the peak, where he could look down on the road.

"My first platoon circled through the woods down there and flanked this hill. I lost the best platoon sergeant I've ever had on this hill. He stood right up and knew he was about to die, but he walked up this hill.

"I don't know what they call this hill. All the map shows is that it's 3,500 meters high. Tacking a number like that on this hill doesn't sound right. If I were naming it, I'd call it 'Snow-and-Blood Hill.' I'd name it that because that's what it is."

Captain Barrow paused, then spoke softly, so that the piercing wind almost whipped his words away:

"This is the best damned company in the division, and you can put that in black and white."

There was no mistaking the tears this time.

The Detective Gets His Man

By Sgt Allan G. Mainard, USMC

The fast-shooting, hard-hitting private eye of fiction has a counterpart in Marine Corps Corporal Jean E. Bartels of Chicago, Ill., a machine gunner and former private detective, who was attacked by infiltrating Communist troops west of the Chosin reservoir.

Bartels was sitting on the edge of his machine gun pit when a Communist soldier opened up on him at point-blank range with a rifle. Rolling down the hill, he counted the shots. When the Chinese had emptied his weapon, Bartels leaped to the attack and charged with his bayonet.

That proved his undoing.

The tough, chunky Bartels grabbed the enemy's hand and started forcing the bayonet into the soldier's stomach. "While I was finishing off the first Chink, his buddy ran up with a shovel and began beating me on the head with the sharp edge. I couldn't leave one for the other and the rest of our guys were busy."

Then, just as Bartels gave the bayonet a final shove into the Chinese soldier, he was flattened by an especially heavy blow.

"I got mad then," Bartels said. "I managed to get to my feet and worked him over with my fists. He was a sucker for a right hook. While he was getting up I got back to my gun and put him down for the count permanently."

Battered and bloody, Bartels refused to leave his gun

during the remainder of the night, during which he cut down scores of charging Chinese.

Next morning he was sent to the aid station for treatment and evacuation. Bartels' casualty card read "Lacerations, scalp."

To the raised eyebrows of the corpsman who treated him, Bartels only said, "You should see the other guy."

It's A Long Way Back

By TSgt George S. Chappars, USMCR

A cool-headed young Marine escaped and fought his way single-handedly through enemy lines after three days and two nights as a prisoner of the Chinese Reds.

His sharp-eyed observation of the enemy's location led to their destruction later, Marine officers said.

The young Leatherneck, suffering only mild exposure and shock despite the cold and the beating he had taken from his captors, staggered into a Marine front-line position and collapsed as a rifleman said: "Take it easy, buddy. You're home now."

The ex-prisoner, Pfc. Richard E. Barnett, of Mobile, Ala., fell into enemy hands as he drove along a mountain road one night. A radio jeep driver, he had brought one vehicle in for repair at the main Marine position and was returning to his post in the mountains in a borrowed jeep when the Reds ambushed him.

"I learned later I had taken a wrong turn at a fork in the road," he recalled. "I had gone maybe two and a half miles when several automatic weapons suddenly opened up on me. I dove for a ditch. Their first blast got the motor, the next smashed the windshield.

"When I jumped from the jeep, I dragged my carbine with me, but it stuck. I jerked it free, finally, and the next I knew the Reds were firing inches over my head as I lay beneath them on the embankment of a railroad bed. I could feel the muzzle blast of an automatic rifle on my face.

"After a few minutes, three of them got up and started down the bank. I knew they would see me. I raised the carbine and fired; the next shot was an empty little click. I realized the clip of ammunition had fallen out when I jerked the carbine from the jeep. . . ."

The Reds grabbed Barnett and beat him with their rifles, but the heavy winter parka he was wearing saved his life. They took his carbine and marched him off into the darkness.

After a while they stopped and one Red stood guard on the young Marine while the others began digging a hole. He was convinced that they were digging his grave, but it turned out they were only digging in for the day.

There followed a series of searches. They passed him along to another group of Red soldiers, who took his wristwatch, all the money from his wallet, his family pictures, all his heavy clothing, his cigarettes and lighter, matches, and—after an argument in two languages followed by another beating—his wedding ring.

One group kept him in a farmhouse where they holed-up for the day. They slept on padding on the floor, but kept him sitting in a corner. His requests, in pantomime, for water and food were ignored.

"Did you ever pray that an artillery shell would land in your lap?" he asked fellow Marines later. "I did, that night. These Reds sat on the floor and ate some kind of dried beans from sacks slung over their shoulders.

COMBAT IN KOREA

Crunch, crunch, crunch . . . smack, smack, smack their lips went. Funny how little things bother you. That wasn't too bad, I suppose, their lips smacking, but it got me. I kept praying for one of our shells to land near-by and get them, too.

"Sometimes one would land close enough to jar open the door, but the Communist soldiers just closed it and went on with whatever they were doing.

"The next morning a Communist tried to question me. He managed a few words in English, but I pretended mostly not to understand.

"He asked me how many tanks we had in the valley and I finally named a big number—awfully big—and he turned to the others in the room and repeated it in English. Each one turned to the guy next to him and said it; they passed it right down the line and didn't ask again."

The Reds took Barnett along the next night when they went out on patrol, leaving him near a road with a guard until they returned in the early pre-dawn hours. Then they took him to a root cellar piled high with captured American rations.

At least four Commies were in the root cellar all day, guarding Barnett and the rations, which they refused to give out to other Red soldiers who came to ask for food. Once they asked Barnett with gestures whether a large can of coffee was good to eat and apparently believed him when he shook his head negatively.

Later his guards asked him whether a large carton of canned beans was food, and Barnett nodded 'yes.' They tried vainly to open a can, then motioned for him to do it.

"The others who had searched me had left me my little ration can opener—I'm keeping it as a souvenir—and I used it to start opening the can.

"When I had it partly opened I tried to sneak a sip

of the juice, because all I'd had to drink for a long time was an occasional dab of snow. But they stopped me. When I finished opening the can, the Reds ate some of the beans and offered me nothing. I was too mad to ask for anything, so I just sat there.

"Later they gestured towards a carton of crackers, and I indicated they were good to eat. They broke it open and gave me a package, but I couldn't eat much. I was too dry.

"That night—the third night—the Chinese took me with them when they went out to attack our lines. All the daylight hours while I was a prisoner I kept thinking maybe I could get away at night. Well, along about three in the morning I saw my chance. Several were walking guard on me, but all except one soldier got out ahead and a line of their troops to my right was fifty yards or so away.

"When my guard and I started across a dry creek bed I slipped and fell. My hand jarred some rocks and closed on a good heavy five-pound boulder. As I rose I brought the rock up and around and hit this guy smack in the face.

"I took off like a deer down the creek bed. The troops behind me opened up with their rifles. I could hear bullets whiz by as I rounded a turn in the creek and kept going.

"Soon I was winded. I couldn't go any farther. The high altitude of the mountains got me, I guess. I saw a root cellar and dove in, without knowing whether anyone was inside or not.

"Inside was an Army blanket—a godsend for me. I buried my face in it to muffle my heavy breathing, hoping that nobody would be able to hear me if they came searching.

"About twenty minutes later one of the Reds came in and began rustling around near me. I was still breathing hard; I tried to hold my breath.

"He touched my knee with his hand. I sat as still and stiff as I could. He felt my knee more carefully, then chop-chopped out of there. He must have thought I was dead.

"I felt he was almost right, at that—I was nearly frozen in my thin clothing. The inner lining of my mountain boots (why the Reds left me those I don't know) were slabs of ice when I got back to our lines.

"But I knew I had to move out. It wasn't daylight yet, but it was beginning to get light. I looked out. No one was in sight. I wrapped the blanket around my head and shoulders and stepped outside. Too late I saw a column of troops coming along. They were almost upon me. I waited for them to pass, then saw another column coming from the other direction. I stepped into the first column and walked along with them, trying to imitate their walk. Luckily, they didn't recognize me in the dark.

"After a little, I saw we were coming to a farmhouse so I stepped out of column, walking slowly to let it get away, and went up to the house. I picked up a bundle of firewood, making sure my blanket didn't slip, and started off in the direction I figured was right for our lines.

"I came to the road and the railroad alongside it, and followed these for awhile. There were troops and stragglers everywhere. Once, when no one else was around for a minute, I had a close call. I saw a wounded Red sitting in the road and groaning. I felt sorry for



him and went up to him. He looked up and must have seen my face; it was light enough now.

"He fumbled along his left leg for something. I figured he was after a weapon. I hit him with a rock. I was afraid he would cry out.

"Now I knew I was getting close to our camp in the valley and began to have hopes of getting away safe. But some people opened up on me with rifles as I crossed a field, so I dove face down on the ground. After a while I figured I had to move or freeze to death, so I stood up and walked on. They began firing again, so I went down once more.

"Every fifty or hundred yards we repeated that. I never did find out who was firing on me, or where they were.

"After a few minutes I saw what I figured must be one of our front line positions, across a field, yet I couldn't be sure. Anyway I was going to have to go close to a hill where there seemed to be hundreds of enemy troops, to find out. I crawled towards the Marines. They saw me and kept yelling something, but I couldn't tell whether they were talking English or Chinese.

"All I could think of was to shout back, 'Who's that up on the hill?'

"Finally I heard these fellows clearly. A moment later, as I ran towards them, one said, 'You're home now, buddy,' and I guess I went to pieces.

Humor Along the Line

By TSgt E. M. Green, USMC

Wars are won by youngsters. In the process of winning them, however, the youngsters mature in a very short time.

Moving through with the column of Marines fighting their way from the Chosin Reservoir to Hamhung, you could hear many a profound observation coming from the younger generation.

As a group of Marines passed an American convoy that had been ambushed 10 days earlier and saw the total destruction, war-born philosopher with a rifle said to nobody in particular: "I'm sure glad I learned to type in school, or I might have been driving one of those trucks."

"Boy," said another Marine to his buddy, "the next guy that tells me to save my money for the future is going to get it right in the head."

A few moments later in almost the same location, a mortar dropped in, killing one Marine and injuring another. A third Marine, about 19 years old, looked at his buddy and said quite seriously, "You know, when I get back home, I'm going to pick out the girl I want, marry her, and settle down. No more of this running around for me. This stuff doesn't last forever."

A Kid With Guts

By Sgt Clifford T. Sell, USMCR

Veteran MSgt Oscar U. Cowart, of Statesboro, Ga., gruff top-kick of the 7th Marines' 4.2-inch mortar company, stretched out a weary leg and said over his cigaret:

"A story? I'll give you one. It's about a young kid with guts. Plenty of what it takes to be a real, fighting Marine!"

"It all began the night the stuff hit the local ventilating system. The gooks—and they were Chinese gooks—

had slipped behind us and cut off the (Chosin) reservoir road.

"We were all in firing position alongside the Second Battalion when 600 of the yelling, bugle-blowing so-and-sos swept down the hill, across the river and into the first platoon's area on the side of the road."

Cowart twisted to a more comfortable position and was getting tense as he continued:

"We'd had some warning they were coming. Minutes before, the gooks hit Baker Company up forward and Baker's wounded began straggling through to the Second Battalion aid station.

"And smack at the tail of the line of wounded were three Chinese soldiers, a raiding party that had worked into our perimeter with the wounded.

"Remember," he said, "it was dark that night, darker than the insides of a miser's billfold. That's how they got in. Then they started raising hell with hand grenades."

Cowart's eyes took on a soft look:

"It was then that this kid, Private First Class Billie Bradshaw, of Toledo, Ohio, showed the stuff he was made of.

"Unarmed—he put down a wounded man he was carrying—he rushed to the nearest gook and beat him to death. Yeah, the kid beat him to death with his bare hands.

"And that wasn't all. Grabbing the gook's body, he hurled it at the two oncoming Chinese and knocked them back over the river bank. All this, and the kid was only a 165-pounder. But he had guts."

"The wounded got through safely after that raid was broken up," Cowart continued. "Then Bradshaw grabbed a carbine and took off to rejoin what was left of his company.

"He was killed later that night, November 2 it was, when Baker Company went back and took the high ground they had given up.

"Did you get that name? Private First Class Billie Bradshaw, of Toledo, Ohio. He was a kid with guts."



TAFFRAIL TALK

ALL HANDS was about to confer a Medal for Intrepid Photography on a man who sent us a picture from USS *Charles S. Sperry* (DD 697). It showed two men gingerly passing a shell up from below-decks.

Sperry, we learned from the picture caption, was taken under fire by a three-inch shore battery at Sonjin, Korea. "The first salvo was short," said the caption, "but the next two were hits. *Sperry* quickly returned the fire and destroyed two gun emplacements. But one smouldering 13-pound shell stopped, unexploded, in *Sperry's* 40-mm. magazine."

Discovering the hot projectile lying in one of the ammo racks, Norman R. Parks, GMC, USN, quickly passed it up the "scuttle" to James J. Roden, SN, USN, "who threw it over the side in a matter of seconds."

Those last words had us stumped, because the picture clearly



showed Parks and Roden obligingly posing for the camera, the shell in their hands and smiles on their faces.

We could imagine that anybody whose attitude toward life was so crass as to pick up a hot shell would also have no qualms about posing in the process, but we couldn't figure the photographer's angle. While this bit of derring-do was sure to bring some kind of Navy recognition to Parks and Roden, the poor photographer would just as surely get nothing.

Out of sympathy, we were about to figure out some kind of a medal, possibly one with tissue paper and a three-inch projectile hanging from it, to award to the photographer. But just in the nick of time we realized the "shell" in the picture was a perfectly safe (and cool) American shell, one of the destroyer's own. Near the end of the caption it reported that Roden had long since heaved the Korean species into the drink.

With that in mind, we all took out our combs and smoothed our hair down again.

* * *

A quick check of enlisted files reveals some very appropriate names. In the Navy we found 11 with the last name of Sailor, seven Sailors, three of Bluejacket, and more than 100 named Seaman. In the Corps are seven with the last name of Marine—but nary a one with the handle of Leatherneck.

The All Hands Staff

ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 29 April 1949, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given **ALL HANDS**. Original articles of general interest may be forwarded to the Editor.

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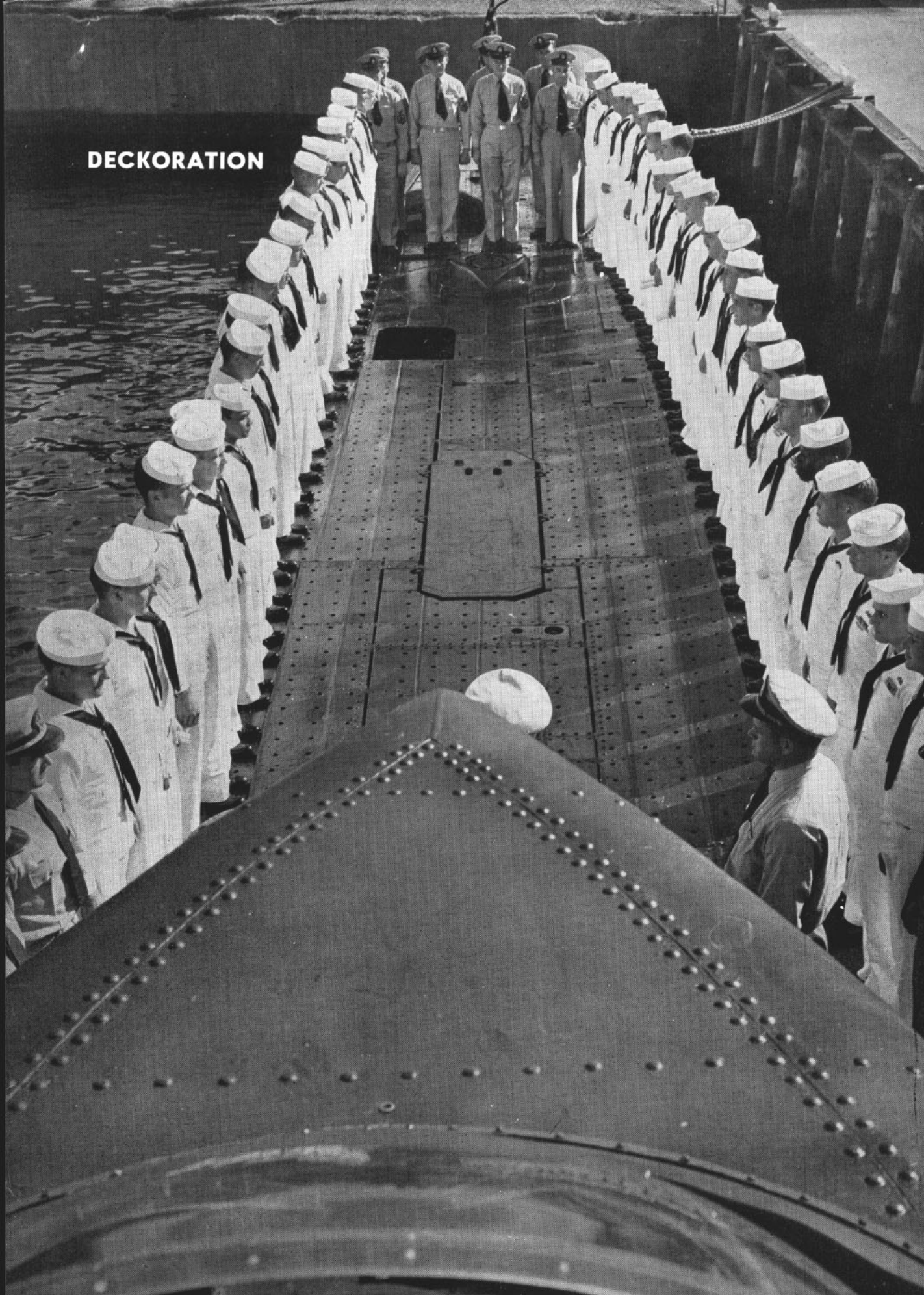
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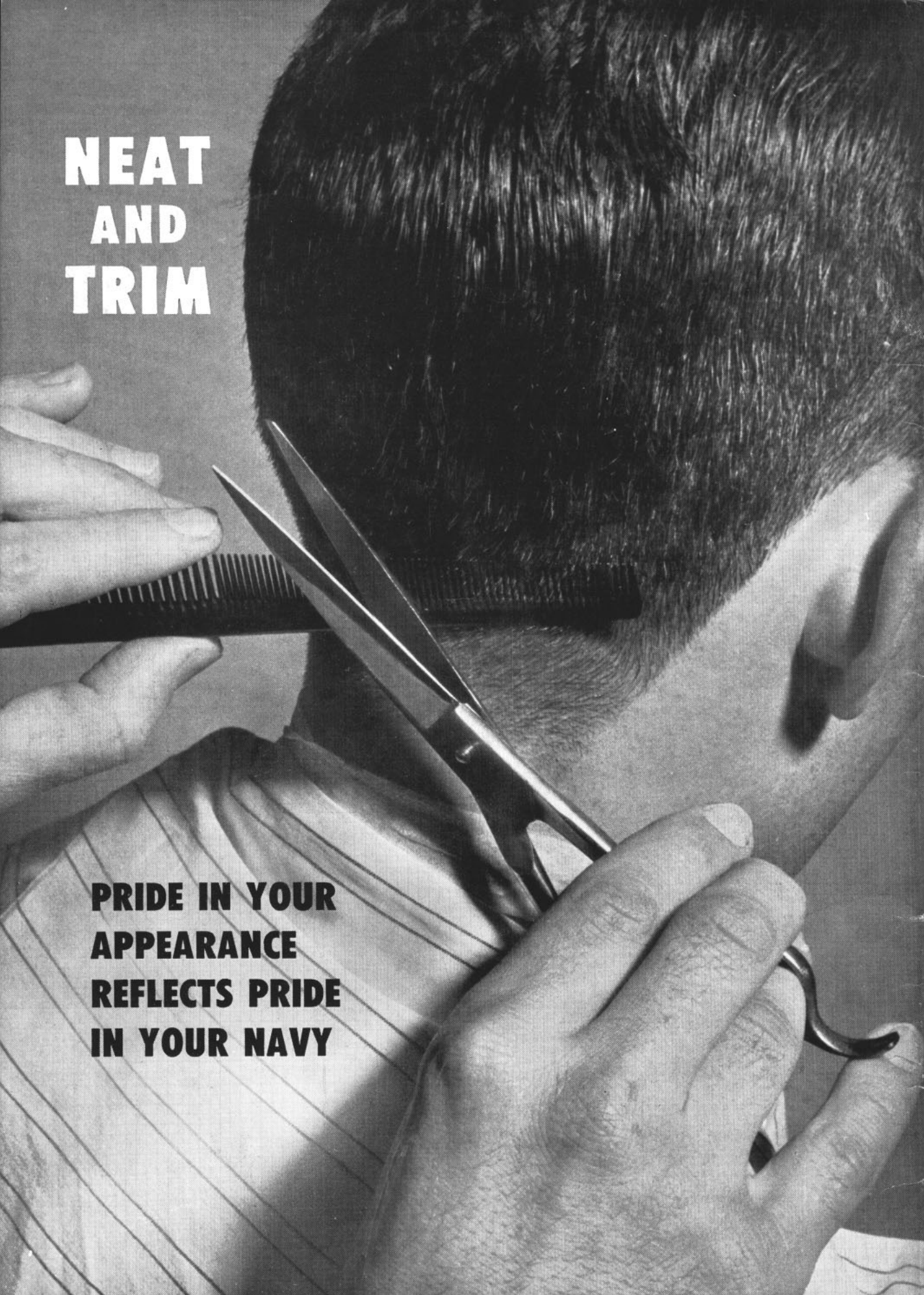
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REFERENCES made to issues of **ALL HANDS** prior to the June 1945 issue apply to this magazine under its former name, *The Bureau of Naval Personnel Information Bulletin*. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• **AT RIGHT:** Navymen of the submarine USS *Pickrel* (SS 524) form in ranks on the bow of their ship at the Submarine Base, Pearl Harbor, to receive Submarine Combat Insignia for a successful war patrol they completed in Korean waters. ➡

DECKORATION





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